



# Hongkong Daily Press

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

**GLASSES**  
WILL GIVE YOU  
A BRIGHTER OUTLOOK  
ON LIFE  
**N. LAZARUS,**  
Optician,  
12, Queen's Road C.

No. 19,755. 號五十五百七千九萬一第 日七廿月八年酉辛 HONGKONG, WEDNESDAY, SEPTEMBER 28th, 1921. 三拜禮 號八廿月九年拾國民華中 PRICE, \$3 PER MONTH.

## INTIMATIONS JUST LANDED

**ALLSOPP'S  
BRITISH  
PILSENER BEER**  
BREWED AND BOTTLED AT  
BURTON-ON-TRENT

SOLE AGENTS:  
**CALDBECK  
MACGREGOR &  
CO. LTD.**  
15, QUEEN'S ROAD CENTRAL.

## CARTRIDGES

NEWLY ARRIVED.  
A large consignment of ELEY'S  
SPORTING CARTRIDGES, 12  
and 20 bore, loaded with the Sportsman's  
Favourite powders—E. C. and SMOKE  
LESS DIAMOND.  
THE HONGKONG SPORTING ARMS  
& AMMUNITION STORE.  
Nos. 5-6, Beaconsfield Arcade.

**A LING & CO.,**  
19, Queen's Road Central,  
HONGKONG.

**FURNITURE AND PHOTO  
GOODS STORE.**  
Glass Etching, Sign-Board and  
Mirror Maker.  
Canton Marble in Various Shades.  
Photographic Goods of Every Description  
in Stock.  
Developing, Printing and Enlarging  
Undertaken.  
Telephone 1219.

## FRENCH LESSONS

**G. MOUSSION,**  
15, Morrison Hill Road.

## PEAK TRAMWAY CO. LIMITED.

**TIME TABLE.**

**WEEK DAYS.**

|                                          |      |
|------------------------------------------|------|
| 7.00 a.m. to 8.00 a.m. every 15 minutes. |      |
| 8.00 " 9.30 " 10 "                       | 10 " |
| 9.30 " 11.00 " 12 "                      | 15 " |
| 11.30 " 12.30 p.m. 15 "                  | 15 " |
| 12.30 p.m. 2.30 " 10 "                   | 10 " |
| 2.30 " 4.00 " 15 "                       | 15 " |
| 4.00 " 8.10 " 10 "                       | 10 " |

**NIGHT CARS.**  
8.50 p.m., 9.00 p.m., 9.20 p.m.  
9.30 p.m. to 11.30 p.m. every 30 minutes  
11.45 p.m.  
**SATURDAY.**  
Extra Car—12 midnight.

**SUNDAYS.**

|                                          |      |
|------------------------------------------|------|
| 7.20 a.m.                                |      |
| 8.00 a.m. to 10.30 a.m. every 15 minutes |      |
| 10.30 " 11.00 " 10 "                     | 10 " |
| 11.30 " 12.00 noon " 15 "                | 15 " |
| 12.00 noon " 1.00 p.m. 10 "              | 10 " |
| 1.00 p.m. " 5.30 " 10 "                  | 10 " |
| 5.30 " 6.00 " 15 "                       | 15 " |
| 6.00 " 6.30 " 15 "                       | 15 " |
| 6.30 " 8.10 " 10 "                       | 10 " |

**NIGHT CARS**  
As on Week Days.

**SPECIAL CARS** by arrangement at  
the Company's Office, Alexandra Building,  
Des Voeux Road.

Season and punch tickets available for  
all cars, not already full, running at the  
time stated in the Company's time-table,  
but not for special cars, can be obtained in  
application at the Company's Office. No  
Season ticket will be issued until payment  
thereof has been made in Bank Notes or  
by Cheque or Comrades Order represent-  
ing Bank Notes.

## KOWLOON-CANTON RAILWAY.

On and after FRIDAY, SEPTEMBER 18th, 1921, until further Notice  
(All previous Time Tables cancelled.)

### DOWN TRAINS

|          |      | LOWLAND TRAILING |       |       |       |       |         |       |       |         |       |       |       |       |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |       |       |      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Stations |      | No. 1            | No. 2 | No. 3 | No. 4 | No. 5 |         | No. 6 | No. 7 |         | No. 8 |       | No. 9 |       | No. 10 | No. 11 | No. 12 | No. 13 | No. 14 | No. 15 | No. 16 | No. 17 | No. 18 | No. 19 | No. 20 | No. 21 | No. 22 | No. 23 | No. 24 | No. 25 | No. 26 | No. 27 | No. 28 | No. 29 | No. 30 |       |       |      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|          |      | Local            | Local | Local | Local | Local | Through | Local | Local | Through | Local | Local | Local | Local | Local  | Local  | Local  | Local  | Local  | Local  | Local  | Local  | Local  | Local  | Local  | Local  | Local  | Local  | Local  | Local  | Local  | Local  | Local  | Local  | Local  | Local | Local |      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|          |      | a.m.             | a.m.  | a.m.  | a.m.  | a.m.  | a.m.    | a.m.  | a.m.  | a.m.    | a.m.  | a.m.  | a.m.  | a.m.  | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.   | a.m.  | a.m.  | a.m. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| WYOMING  | dep. |                  |       |       |       |       |         |       |       |         |       |       |       |       |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |       |       |      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

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### JAPAN'S OFFER OF KIAOCHOW. REMARKABLE STORY.

From a source which can be regarded as authoritative, says the *N.C. Daily News*, an intensely interesting story comes of how the Japanese arrived at their present offer to China regarding Shantung. While the quarter from which it is obtained is exceedingly reliable, the account is of such a novel character—even in the light of secret diplomatic workings—that we cannot even attempt to gauge its accuracy. It runs as follows:—

Some time ago a group of Chinese officials discussed certain definite terms under which they would consider it possible to accept the return of Kiaochow. These terms, as finally concluded, were put in writing and placed in the department of the Ministry of Foreign Affairs. In some way, therefore, they fell into the hands of a Japanese official, who immediately on acquiring possession of them, took a train for Tokio and there presented them to the Japanese department interested. Now, it appears that the terms which Chinese officials had decided would be acceptable have been offered to China in the form in which they were originally made but with three important exceptions.

These three exceptions are first, that all land which was bought from Chinese landowners about the port under military duress be returned to these former landowners at the same price at which it was purchased; second, that the territory become an administrative district under the same type of jurisdiction as prevails in the ex-German and ex-Austrian Concessions at Tientsin; and third, that all government properties such as wharfs, dock-yards, and the like, be returned to Chinese Government ownership.

It will be seen that the terms of the present Japanese offer contains no mention of the first exception noted, while as regards the second Japan proposes to throw the whole area open to foreign commerce, not stipulating for a Japanese concession or international settlement. In regard to government properties and public works it appears to be Japan's intention, judging from the memorandum, to arrange such matters by negotiation.

### THE FAMINE SURTAXES.

#### A STRAIGHT TALK TO PEKING.

The Shanghai Chinese General Chamber of Commerce and a number of other local organizations have sent a strong protest to the Peking Government condemning it for not using the famine surtaxes for relief purposes and for not issuing a statement of account showing exactly how much money was spent and how much still remains in the hands of the Government. The telegram is of a lengthy nature, says the *N.C. Daily News*, which gives the following few translated extracts:—

"Before you began to collect the famine surtaxes, you gave us an assurance that the money would be used for famine relief purposes. We recently asked you how much of this money has been used and how much still remains in your possession. You have given us vague and indefinite replies, and claim that all the money has been used up and that none is left in the treasury. You say one thing one moment and contradict yourself the next."

"Frankly, we wish to say that you have not given one single cash to the purpose for which you alleged the money would be collected. This money comes from the pockets of the people and we expect to see it used for the benefit of our suffering brethren in the famine regions. In the T'ing dynasty, the Government used to grant money and food to the famine and food sufferers but, now, what have you given? On the other hand, the famine is over and the surtaxes are still being collected."

"Regardless of your vain excuses, we must demand that you use this money for relief purposes (we suggest that it be used in the flooded districts of Kiangsu, Chekiang and Anhui) and that you issue a detailed and clear statement of account showing exactly how much money has been used, for what purpose it has been used and how much still remains."

"We cannot bear to see you sitting back in your chairs, treating the citizens as though they were grass under your feet, and letting them die without making an attempt to save them."

### THE FINANCES OF THE PHILIPPINES.

Fifteen million dollars gold is still available to strengthen the financial position of the islands if necessary, according to a statement by Secretary of Finance Barretto to a *Manila Times* reporter, last week. This amount is being held in reserve, and the bonds covering it will be sold only when an emergency arises, he declared.

He explained that Congress in its bill authorizing the islands to raise its national indebtedness, allowed a \$15,000,000 gold increase in general bonds and \$10,000,000 gold in bonds for certificates of indebtedness, the entire indebtedness authorized by the Jones law being fixed at not more than \$15,000,000.

The certificates of indebtedness bonds amounting to \$10,000,000 were sold last month, but the proceeds were applied to the payment of the bonds issued last year, amounting to \$10,000,000, so that under the present circumstances, the Philippines still has authority to issue certificates of indebtedness bonds in the sum of \$10,000,000.

On the general bonds, \$10,000,000 has been sold, thereby leaving \$5,000,000 for disposition by the Government, which sum, plus the \$10,000,000 the islands can issue in bonds of indebtedness, makes a total of \$15,000,000.

### CHINA'S PART IN THE CONFERENCE.

#### ABILITY TO PERFORM HER ALLIED ROLE.

#### WASHINGTON'S CONCERN OVER UNITY.

WASHINGTON, September 18th. It is understood that the conversations between Secretary of State Hughes and Baron Shidehara, the Japanese Ambassador to the United States, have resulted in an agreement on the Yap question which is satisfactory to both sides. Nothing remains but formal approval to be given by Tokio and the conferring upon Baron Shidehara of special powers to conclude the agreement. It seems that there is no reason to fear any hitch.

Not even the most sanguine believe it possible to settle the Shantung question before the Washington Conference opens; even were American opinion fully assured of the liberality of Japan's intentions there would remain the difficulty which China's internal divisions place in the way of any generally acceptable solution. The fervent wish is expressed in high quarters that the factions in China might reach an agreement whereby a delegation representing the entire country could be sent to the Conference. The opinion is expressed that the success or failure of the Conference on the political side depends not so much on the ability of the United States, Great Britain and Japan to reach an agreement with regard to their interests in the Pacific and Far East as on the ability of China to perform the part allotted her in any convention issuing from the deliberations of the great Powers.

AN ASSURANCE TO RUSSIA. The State Department has conveyed its assurances to the Russian people that legitimate Russian interests will be carefully safeguarded at the Washington Conference. *Reuter.*

### UNION "MEDICAL" COLLEGE.

#### FORMAL OPENING OF NEW QUARTERS.

PEKING, September 18th. The formal opening of the new quarters of the Peking Union Medical College by Mr. J. D. Rockefeller, Junior, was held this afternoon. Several distinguished visitors representing educational and philanthropic institutions from all parts of the world attended.

The ceremony began with a most impressive procession of the Faculty and official guests in the caps and gowns of many universities which formed a brilliant spectacle, with the lavishly decorative exterior of the buildings in the Chinese style of architecture as a gorgeous background. The dedication ceremony was held in the College's fine new Auditorium.

The invocation was pronounced by the Rev. J. Leighton Stuart of Peking University, after which the greetings of the President were conveyed by the Foreign Minister, Dr. W. W. Yen, and those of the Ministries of the Interior by Mr. Chi Yao-shan and Dr. S. P. Chen, and Education by Mr. Li P'ing.

Mr. Roger S. Greene, responding on behalf of the China Medical Board, of which he is the Resident Director, expressed the hope that the work of the Peking Union Medical College would tend to a greater understanding between Nations, and perhaps pave the way for co-operation on wider lines for humanitarian purposes.

Mr. Rockefeller, Junior, on behalf of the Rockefeller Foundation, then recounted the circumstances leading up to the establishment of the Peking Union Medical College, and emphasized its aim to guide and inspire the Chinese to a better standard of medical education, as the best means of alleviating the wide-spread suffering, due to ignorance, in China. He hoped for the day, he said, when the Peking Union Medical College would be largely staffed and supported by the Chinese.

In opening his address, Mr. Rockefeller read a message from his father, conveying his greetings to the Peking Union Medical College, and adding: "May all who enter, whether faculty or students, be fired with the spirit of service and sacrifice; and may the Institution become an ever-widening influence for the promotion of the physical, mental and spiritual well-being of the Chinese nation."

### THE CASSEL CONCESSION.

Mr. Kenyon, M.P., recently asked the Under-Secretary of State for Foreign Affairs whether, in view of his recent statement on the Cassel Concession in China, he can now state definitely whether the American representative on the Consortium opposed the concession as a violation of the Consortium agreement.

Mr. Harmsworth: His Majesty's Government is well aware of the attitude adopted in this matter by the representative in China of the American group in the Consortium. But should that group hold that there is anything in the concession in question which is a violation of the Consortium Agreement, it is for them to bring their point of view before their British colleagues in the Consortium.

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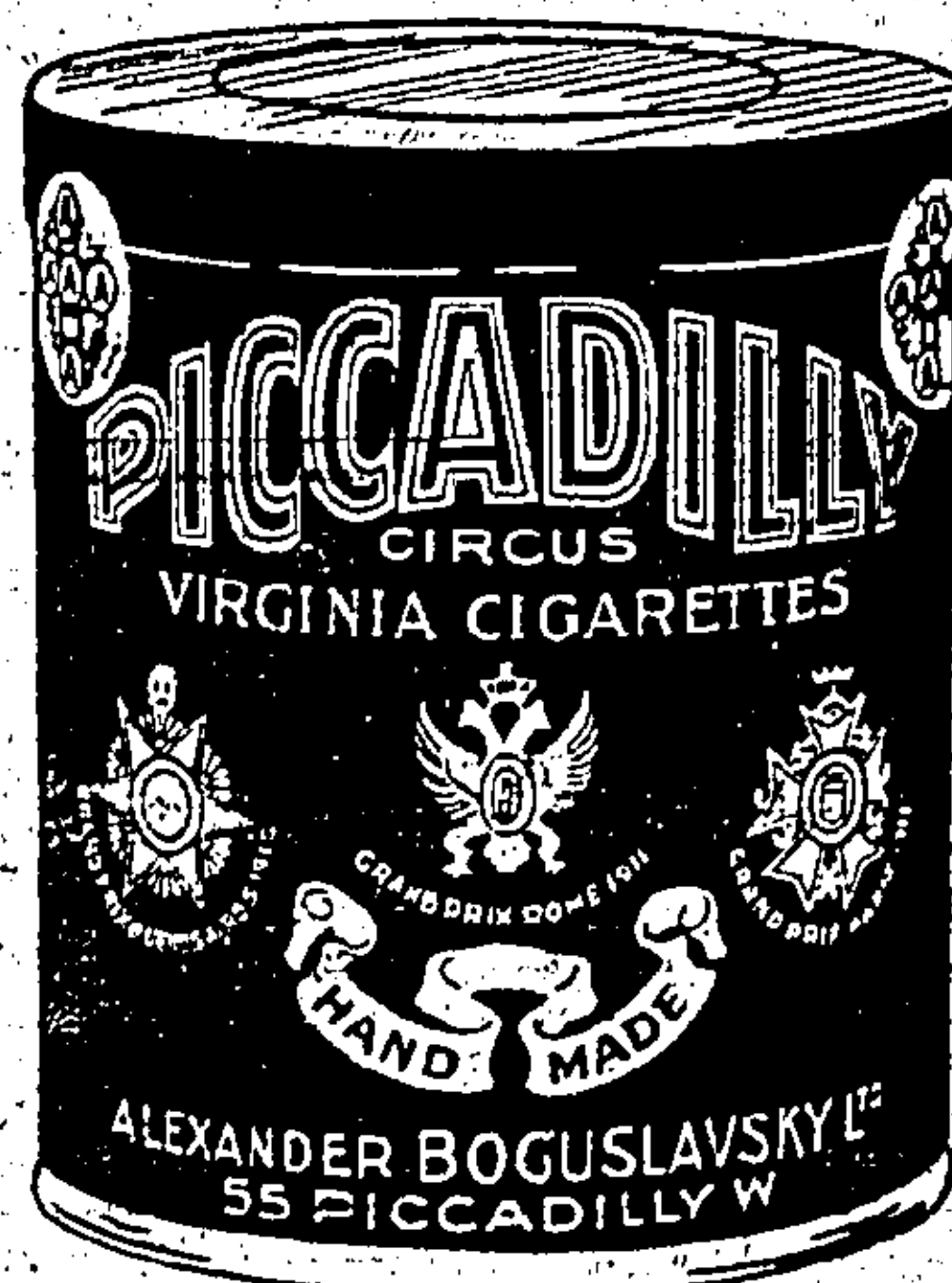
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## CABLES.

### LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

### DARING NEW YORK OUTRAGE.

#### IN BROAD DAYLIGHT AT GRAND CENTRAL.

New York, September 27th.

A daring outrage was perpetrated in broad daylight, when at the crowded Grand Central station three bandits, armed with lead-pipes and revolvers, attempted to snatch a handbag from a railroad cashier containing thousands of dollars. Firing eighteen shots, they terrified the travellers who scrambled to safety, but the robbers were frustrated owing to timely police reinforcements.

### IMPERIAL WIRELESS CHAIN.

#### BRITISH END ALMOST READY.

London, September 24th.

The Leadfield wireless station in Oxfordshire, which is the British end of the Imperial wireless chain, has been successfully tested and found to be entirely satisfactory. It will begin its regular work on October 1st.

The Cairo station, the next link in the chain, will be completed before the end of the year.

It is intended to push on the Imperial wireless scheme as quickly as possible. Experts are expected to produce plans of other stations in November. When these are approved, orders for eight or ten stations will be placed without further delay.

Probably over £200,000 will be spent on the engineering plant in this connection in the next financial year, mostly in Great Britain, and this will help in relieving unemployment.

### NEW FRENCH LOAN.

#### TO PAY FOR WAR LOSSES REPARATION.

PARIS, September 27th.

In order to facilitate payment of reparation for war losses, a loan of three milliard francs is being issued on October 27th, which will be divided into six million bonds of five hundred francs each. The interest is 6 per cent. and is tax free. The bonds will participate in four drawings annually.

### MEXICAN OIL LANDS.

#### IMPORTANT SUPREME COURT DECISION.

MEXICO CITY, September 27th.

An important decision affecting ownership of Mexican oilfields has been given in the Supreme Court in an injunction suit brought by the Texas Oil Company in regard to oil lands it held before May 1st, 1917.

The company pleaded that if the Government, under Article XXVII of the Constitution, denounced the Company's rights to these lands it would be violating Article XIV, which provides that no law can be made retrospective.

The Court's decision definitely establishes that Article XXVII is not retrospective, as far as concerns property acquired for oil exploration or exploitation prior to the present Constitution becoming effective.

The Judge, Senor Moreno, reading the decision, said that this should establish the principle of law, on which other pending injunction suits should be adjudicated.

### ARMS FOR IRELAND.

#### SIR JAMES CRAIG'S STATEMENT.

LONDON, September 27th.

Sir James Craig told the Ulster Parliament yesterday that the Government had information that large quantities of arms and ammunition had been brought to Ireland during the past two months by Sinn Féin gunmen, and Sinn Féiners were constantly drilling.

### ARREST OF COMMISSION AGENT IN NEW YORK.

New York, September 27th.

George Burke, a commission dealer in arms and ammunition, has been arrested on a charge of conspiracy to furnish British subjects in Ireland with arms and munitions for use against the British Empire.

It is alleged that Burke was implicated in the purchase and shipment of machine guns and ammunition seized in New York in June last aboard a steamer east-bound, which was believed to be destined for Ireland.

### RIOTS IN BELFAST.

#### SMALL BOY WITH UNEXPLODED BOMB.

LONDON, September 28th.

Five were killed and 60 injured in sectarian fighting at Belfast during the week-end. The casualties were mostly due to bomb outrages, two being killed and 24 injured by a bomb, which was hurled into the street and failed to explode.

A small boy picked it up and threw it into the crowd. Snipers fired at ambulance bearers who were assisting the victims. Fighting was particularly bitter in the east-end, where frenzied women supplied the combatants with ammunition. The troops repeatedly fired at the mobs, even using Lewis-guns.

## LATEST CABLES.

### THE ANATOLIAN WAR.

#### GREEKS DESTROY VILLAGES.

LONDON, September 27th.

Widespread concern has been aroused at the prospect of the continuation of protracted hostilities in Western Anatolia.

The Great Powers are too exhausted to intervene, and have left the Greeks and the Turks to fight it out for the ownership of Asia Minor, but as a stalemate has arisen this policy is now bankrupt.

It is pointed out that mediation by the Powers is essential, if Turkey and Greece are to be saved from financial ruin.

The Greeks have destroyed the Anatolian villages in their retreat from Angora, creating a wide devastated zone between the rival armies. Reports from Constantinople state that the Kemalists are organising a force under Nihad Pasha with the dual objectives of crushing the insurgent Kurds, who are fomenting insurrection in Northern Mesopotamia, and against Emir Feisal with the object of replacing him by a Senuai chieftain, and of fighting against the Greeks.

### THE ECONOMIC WEAPON.

#### DISCUSSION IN THE LEAGUE.

GENEVA, September 27th.

The Assembly is now discussing the economic weapon as the means of enforcing respect for the League's decisions.

The Committee's report proposes that the League Council should summon the parties accused of the infringement of the League Covenant to deliver judgment after hearing both sides.

All States should be placed on an equal footing in regard to the enforcement of penalties, if the parties were unable to agree within a stipulated time.

### PANAMA CANAL TOLLS.

#### PRESIDENT HARDING'S SUGGESTION.

New York, September 27th.

The New York Times' Washington correspondent states that President Harding has informed the Republican Senators of his view that the vote on Senator Borah's bill, restoring the free exporting of American coasting vessels from payment of tolls in the Panama Canal, should be delayed until after the Washington Conference, as he fears that the repeal of the Panama Tolls Act, if accomplished by an Act of Congress, would introduce another disputable issue into the conference and influence the attitude of the British delegates.

### RUSSIA'S STARVING CHILDREN.

#### SEE WHITE BREAD AFTER YEARS.

RIGA, September 27th.

The Americans have organized 120 kitchens in Petrograd, which are producing 60,000 loaves of bread daily for the starving children.

The Americans were compelled to reduce the rations, as the children who had not seen white bread for years so voraciously devoured the bread that they became ill.

## EARLIER CABLES.

### M. KRASSIN'S STATEMENT.

LONDON, September 28th.

M. Krassin, who returns to London tomorrow, interviewed at Berlin, said it would be unfair to withhold help from the starving millions on the pretext that the Bolsheviks cannot be trusted. The Bolsheviks have given the guarantees demanded and cannot do more. He says that Mr. Hoover, Quakers, and Salvation Army members at present carrying on relief work are satisfied with the Soviet treatment.

M. Krassin is convinced that if Soviet agents in Afghanistan and Persia have been guilty of the charges Marquis Curzon made against them, they will be recalled forthwith and punished, just as he is sure that the British Government would deal with the officials who recently deported the Soviet mission from Constantinople.

### THOUSANDS DYING OF STARVATION.

STOCKHOLM, September 28th.

An official Russian report from Samara states that famine among the Tartars is terrible, thousands dying of starvation. An unprecedented catastrophe is imminent unless some food arrives in time.

### NO APPEAL TO POWERS.

GENEVA, September 28th.

The League of Nations still has the Russian famine under consideration, but the sub-committee on international credits has decided against sending to the Powers an appeal for loans under prevailing circumstances.—Havas.

### AMERICAN RAILWAYMEN'S WAGES.

CHICAGO, September 28th.

According to preliminary indications of the ballot, a majority of 180,000 railwaymen voted in favour of a strike if an attempt is made to reduce wages. Final action depends upon the votes of other unions.

### GERMAN FACTORIES CLOSE DOWN.

BERLIN, September 28th.

A message from Frankfurt states that the Chemische Fabrik Oriesheim, as well as the Hoechst Dyeworks, have closed down and dismissed all the workers owing to alleged unreasonable wage demands.

### AMERICA'S PEACE TREATIES.

WASHINGTON, September 28th.

The Democratic members of the Senate will confer to-morrow and discuss the question of united action by the Senate minority regarding ratification of the peace treaties.

## LATEST CABLES.

### SOVIET PROPAGANDA IN THE EAST.

#### ROLE OF STALIN.

LONDON, September 27th.

Soviet propaganda in the Orient, under the supervision of Stalin, head of the Nationalities Department, comes immediately after Lenin and Trotsky in the Soviet hierarchy. Stalin really dominates Soviet foreign policy, the basic principle of which is the federation of autonomous national sovereignties extending beyond the former Russian Empire into Afghanistan, Persia, Bokhara, Armenia and Anatolia.

## EARLIER CABLES.

LONDON, September 28th.

M. Berzin, a member of the Russian trade delegation, replying to Marquis Curzon's note mentioned in a cable of the 26th inst., says that the Russian Government, while convinced that Marquis Curzon's accusations are baseless, is making fresh enquiries in order to refute them in detail. M. Berzin asserts that Marquis Curzon and the Foreign Office are victims of false reports, spread by Russian "White" guards and from French sources, and concludes that the Russian Government is more than ever anxious to have friendly relations with the British Government and has proved its good intentions by ceasing all activity in the East likely to offend the latter since the Anglo-Russian trade agreement was concluded.

### AMERICA'S UNEMPLOYMENT PROBLEM.

#### PRESIDENT'S VIEWS ON THE SITUATION.

WASHINGTON, September 28th.

President Harding, addressing a national unemployment conference comprising fifty prominent men in all walks of life, described the industrial depression as a war inheritance, but was of the opinion that the situation was fundamentally sound, financially strong, industrially unimpaired, commercially consistent, and politically untroubled. He declared that there would be little enthusiasm for relief that sought palliation or a tonic from the public Treasury. He predicted that the results of the conference would benefit the world.

### U.S. ARMY OF OCCUPATION.

#### FRANCE TO REQUEST RECONSIDERATION OF WITHDRAWAL.

New York, September 24th.

A message from Paris states that French official circles are greatly disturbed by reports that the American troops on the Rhine will be withdrawn when the German treaty has been ratified. M. Jusserand, the French Ambassador at Washington, has been instructed to take an opportunity of pointing out that France would deeply regret the withdrawal, as he considers that the American troops on the Rhine are the keystone of the arch of Allied solidarity, and a great help in enforcing the Treaty of Versailles.

### WAR IN ALBANIA.

#### CONFLICTING REPORTS.

LONDON, September 28th.

Contradictory reports in regard to Serbian hostilities are being issued by the Serbs and by the Albanians. Messages from Tirana, the Albanian capital, speak of heroic Albanian resistance to the attacks of the Serbian army south of the Mirdite district, the objective of which is said to be the occupation of the Lurja Mountain, West Dibra, commanding the Tirana plain and threatening Albanian capital. The Serbs assert that Albanian reports of fighting are without foundation, the object being to impress the League of Nations.

The Political Affairs Committee of the League of Nations has adopted two resolutions moved by Lord Robert Cecil, firstly, advising Albania immediately to accept the decision of the Conference of Ambassadors, and, secondly, requesting the Council of the League to appoint three impartial members to proceed to Albania to investigate the execution of the Allied decisions and to report regarding the frontier troubles.

### DRUG CONFERENCE.

GENEVA, September 27th.

The French Government has introduced a resolution inviting the Council to request all States signing the 1912 Opium Convention, also members of the League, to send representatives to a conference to discuss measures to deal with narcotics and drugs, whether of plant or chemical origin.

### ATTEMPTED ASSASSINATION.

PARIS, September 28th.

A message from Leopold (Belgium) states that a man fired three shots with a revolver at Marshal Pilsudski, the Polish Chief of Staff, who was not injured, but his companion, Count Grabowski, was wounded. The assailant attempted suicide, but was arrested.

### ITALIAN DEPUTY SHOT.

ROME, September 28th.

A Deputy, Signor Dovagnio, was seriously wounded in the abdomen thrice with a revolver when leaving the Socialist club at Mola by a youth, who has been arrested.

### AMERICAN TENNIS.

CHICAGO, September 28th.

The Australian Lawn-tennis player Anderson beat Tilden by 3-6, 7-5, 6-3, 1-6, 1-7 in the annual East and West championship. The Australian pair, Hawkins and Anderson, beat Tilden and Arnold Jones by 4-6, 6-3, 6-3, 6-3.

## FAR EASTERN CABLE NEWS.

### ANGLO-JAPANESE ALLIANCE.

(THROUGH REUTER'S AGENCY.)

#### ALLOWED ATTITUDE OF UNITED STATES.

New York, September 27th.

The New York Times' Washington correspondent states that the Administration hopes that the Conference will agree to measures providing general agreements to replace the Anglo-Japanese Alliance and agreements between Japan and Western Powers affecting China.

The Administration's idea is to arrange for virtually identical treaties between China and each of the Powers, defining exactly the limits of the rightful claims of the foreign Powers, so that the Conference era may start with a clean sheet and with all the Powers subscribing to the principle of the "open door" and equal commercial and industrial opportunities.

## HONGKONG FOOTBALL CLUB.

#### THE ANNUAL MEETING.

Mr. W. Nicholson (Vice-President) presided over the annual meeting of members of the Hongkong Football Club held in the Offices of Messrs. Jardine, Matheson & Co., Ltd., yesterday evening. There was a large number of members indirectly assisted to a very large extent by allowing their ground, pavilion and stand to be used. Mr. Ralston instanced several occasions when this was done, including a match in aid of St. Dunstan's when \$300 was raised, a match for a local charity for which \$300 was obtained and two arranged by the South China Athletic Association when \$1,723 and \$1,129 were collected. Their ground and buildings were also used for a match in aid of the Hongkong Football League funds.

Mr. Ralston having seconded, the minutes were unanimously passed without further discussion.

The Chairman, in proposing the adoption of the report and accounts, expressed his pleasure in being amongst the members of the Football Club again. He was sure they all regretted that the Hon. Mr. Holyoake was unable to preside over that meeting. Although absent he knew that he had not from him that his untimely absence, for which he expressed regret, did not mean any lack of interest in football matters. Mr. Holyoake was quite looking forward to witnessing many good matches this season, as he (the Chairman) was himself. Proceeding, Mr. Nicholson said that with conditions becoming rapidly normal, and with the number of young men again in the Colony, there was no reason why the Hongkong Football Club should not have a very choice team and give a very good account of itself this season. As a matter of fact he had the names of a Tallico Eleven in his pocket, from the Hongkong Office staff only, and they were quite prepared to give a good account of themselves if necessary. He had also the names of no less than 17 new members for the Football Club and he hoped to get more. In this connection it was very satisfactory to note that their present membership was already three times over what it was a year or two ago. Turning to the annual report and statement of accounts, which had already been in members' hands for some days, the Chairman said he thought members would agree with him that the balance sheet might be considered a very satisfactory one. There did not appear any special items which required elucidation in the accounts, but if there should be he had no doubt these could be satisfactorily explained. It was with great regret, the Chairman said, that they had to record the deaths during the year of Messrs. R. Henderson, J. H. Gardner, R. A. Holloway, W. R. Noble, F. H. Thomas and J. O. Widen, and he took that opportunity on behalf of the Club of expressing their very deepest regrets. With regard to the Standard question, he thought something more suitable than the present disagreeably matched structure might be aimed at. Personally he should like to see a substantial permanent stand erected, although he understood that the authorities objected to anything except of a temporary nature. However, they would see what could be done about it. There was also the question of a new pavilion which was very necessary. The departure from the usual annual dinner, in favour of a dinner and dance combined, was a very pleasing change and he hoped the same event would be carried out at the end of this season as well.

Mr. Wilton seconded the Chairman's resolution, which was unanimously agreed to.

The election of officers resulted as under:—President, Mr. W. Nicholson; Vice-President, Mr. A. O. Lang; Chairman of Committee, Mr. R. J. Wilton; Captain Rugby XV, Mr. A. M. D. Wilton; Vice-Captain, Mr. G. N. Tinson; Captain Association XI, Mr. J. Rodger; Vice-Captain, Mr. J. W. B. McPhail; Hon. Treasurer, Mr. T. S. B. Nicoll; Hon. Secretary, Mr. H. O. Macnamara; Committee, Messrs. G. Hegarty, H. S. Bousie, G. G. N. Tinson (Rugby section), H. McPhail, L. Bailton, Mr. J. W. B. McPhail.

It was decided that the new Committee should revise the rules which will later be submitted to a general meeting for approval.

A vote of thanks to the Chairman and to the retiring Hon. Secretary and Hon. Treasurer concluded the meeting.

## THE DUTIES OF THE AMERICAN NAVY.

### BATTLESHIPS STILL THE DECISIVE FACTOR.

#### SPEECH BY ADMIRAL STRAUSS AT PEKING.

Appended is the text of the speech made by Admiral Strauss, U.S. Navy, at the luncheon in his honour given by the American Association of North China, on the 15th inst.

I am very grateful for your kind welcome to Peking, and as an American am very proud to find here so many representative citizens of our country. Perhaps this is more striking to me, than to any one present, for thirty-five years have elapsed since my last visit to the Far East, and at that time I doubt that there were a dozen Americans in Shanghai and perhaps a lesser number in Peking. I think even a better indication of the spread of our foreign commerce than the number of its pioneers out here may be shown when I tell you that we made the journey from New York to Hongkong in the U.S.S. Omaha, nearly the entire distance under sail and in that long voyage encountered but once the U.S. Flag—afloat on a merchantman. This was at Singapore—a full rigged ship—a relic of the days when we were the great deep-sea carriers of the world. I well remember the occasion. Her Captain came on board and reported that his crew had mutinied, and that if we would send a few men on board to get his anchor up and hoist his topmasts, he would take care of the mutiny just as soon as he could get his ship into blue water. We gave him the necessary assistance. He likewise was a relic of the old days.

If we have commerce, we must have a navy to protect it, and that is the mission of the service of which I am a member. After all, it is the business of the Navy, as well as of diplomats, to keep the peace of the world just as in all communities we must depend upon the strong and the wise to insure order. I count myself most fortunate in being here to greet our new representative at Peking. Doctor Schurman brings to his new post of duty, high qualities that none can appreciate better than naval officers.

With the spread of our commercial interests in China, increased tasks devolve on the navy. In a country of such vast territory and but recently born into a new system of government, we must expect disorders that will be temporarily beyond the control of the central authorities. This condition calls on us to see that our legitimate commerce is not disturbed and that our people are afforded the protection that is their right. I can assure you that we will do everything in our power to fulfill the task. Just at present there are four gunboats in the Yangtze Valley. They engaged in protecting our citizens and property on shore when the local authorities became powerless to do so. We need more and I know that the Navy Department in Washington is keenly alive to the need, for in the last bill presented to Congress by the Department the new gunboats were included in the very first items along with battleships.

The word "battleship" causes me to digress and talk pure ship. You have all read recently numerous newspaper reports of the vulnerability of the battleship when attacked by aircraft. This importance assigned to aircraft as a means of attacking and destroying ships and forts is out of all proportion to the real value. We all fear things dropped from aloft, and perhaps this fear is instinctive, but we must not let it beguile us into the belief that the day of the battleship is past. So far as I know, in the great war no warships suffered from any such attack, and if the newspaper reports of the recent experiments are correct, the bombs were as far dropped from altitudes so low as to insure the destruction of the air planes carrying them, long before they could drop them. The ships were at anchor; they were not firing back; the attacking aircraft were not hampered by other aircraft. It all reminds me of the duellist who was warned by his second that his opponent could hit the stem of a wine glass as twenty paces. He asked, "Was the wine glass firing back?"

Battleships are very costly, but they protect interests vastly more valuable. No substitute has been discovered for them yet; not even that insidious fighter, the submarine. In all the war not one modern battleship was sunk by them, yet they swarmed the seas.

I have no doubt that many of you have wondered what the daily occupation of the officers and crews of warships, is in the long years of peace two duties fall to the lot of the Navy. First, constant preparation for war and that means ceaseless drills; hard work in keeping every part of the hull and the great mass of machinery that it carries from deteriorating. The guns and their complicated carriages and mountings must be in perfect condition always. A Navy is supposed to proceed from peace to war instantly and without the long period for mobilization and supply demanded for armies. That is the aim and I believe we fulfill it as nearly as it is ever possible.

Now the other duty is known in naval parlance as "peace police duty." That duty is performed by gun-boats and the smaller cruisers. In all countries in which the government is imperfect due to the revolutionary tendencies of its citizens, or the fact that affairs are unsettled as a result of a change of government, this duty is being constantly performed. In some of the countries of Central and South America this condition has obtained more or less ever since I can remember. In China we have the condition particularly in the Yangtze Valley. This duty of protecting our nationals generally involves many problems to perplex the officers in command. He must respect as much as possible the sovereignty of the country affected, otherwise a day of reckoning will come when full sovereignty is restored. The penalty will be hatred and bitterness that may take generations to heal. On the other hand, the duty of preserving the dignity of our flag and the lives and property of our citizens is paramount.

(Continued at foot of next column.)

## MOTOR-BUS ACCIDENT CANTON.

### BUNS INTO A RESTAURANT.

The Canton Times reports that at 6 o'clock on Sunday afternoon a bus belonging to the Kwangtung Motorway Company ran into a restaurant, the Man Fook saloon, wrecking wall of the kitchen and much of furniture of the establishment.

The proprietor of the restaurant was in the front part of the establishment, was killed instantly and a relative of his was severely injured. A private richa nearby was smashed to pieces, both the richa coolie and occupant, as well as another coolie and several occupants of the motor-bus were also injured in accident.

Our Canton contemporary says:—ever-troublesome motor-buses, which often recklessly driven by inexperienced drivers, have been a nuisance, instead a convenience to the general public, as long as the Municipal authorities are so reluctant in taking drastic steps against the recklessness of motor-bus drivers, similar accidents, if not more serious ones, will be reported in future.

The explanation of the accident is recorded is that the bus was "out of control."

## SHIPBUILDING SLUMP.

### THE CLOSING OF THE YARROW WORKS.

Following is the letter sent to the Press by Messrs. Yarrow & Co.:

Sir,—The following notice has this been posted up in our works on Clyde:

Notice.—Owing to repeated strikes, reduction of output, and demarcation disputes which have taken place, various industries throughout the country, the cost of shipbuilding has become excessive, in addition to which it is impossible to promise dates of delivery.

With the greatest regret we have therefore decided to temporarily close our works, with the exception of experimental and research departments, on or about November 30th, and to reopen when conditions enable business to be carried on with some chance of success.

We give this early notice of our decision so that our employees may have every opportunity of obtaining work elsewhere.—YARROW AND CO., LTD.

After having distributed many millions of pounds in wages, and built some of the finest vessels afloat, it is with regret that we have arrived at this decision. We have great faith in the future of the shipbuilding and engineering industries in this country, and believe that prosperity will return, where everyone realizes that commercial undertakings can only be carried on with success in accordance with economic law. So soon as these laws are recognized will enable us to reopen our works, as in the past, take some share in future progress. In the meantime we shall continue our experimental and research work so that the valuable information so obtained will be available when we resume our full activities.

YARROW AND CO., LTD.  
Scotstoun, Glasgow, August 12th.

## THE CALL OF THE WEST.

It will be remembered that on Monday the 5th inst., two stowaways, Geo. Williams and T. Silling, proceeded from Hongkong, in the hope of getting back to "Blighy," were arrested on P. & O. Manila by Inspector Willis in charge of the marine police, and produced before the Master Attendant on following Wednesday. They were sentenced to 14 days' imprisonment, ordered to be sent back to Hongkong their release from confinement in early part of this week. The two men were put on board the P. & O. steamer Jeppore for repatriation to Hongkong. Apparently it is Westward that we are calling for them back to shore on Tuesday this week, re-arrested by Inspector Willis, produced before the Master Attendant who sent them back to gaol for 14 days.—Strait Times.

I have referred previously to the section to be accorded to all United States ships legitimately flying their own flag. Two classes of ships have right—those built and owned in United States, and those "purchased ships" that have a majority ownership United States citizens. We cannot not a Chinese ship that has a majority Chinese ownership, nor can we interpose with one that rightfully carries Chinese colours. If we do, and it is isolated we have no claim, what we do, as a matter of fact, send parties on board legal U.S. ship protect them from the attacks of bandits but when we do we must take them from the crews of our gun-boats, as must be done very sparingly, else remaining men on board will be inclined to protect the lives and property of our citizens on shore when they are threatened. Well, you may say, it is easily remedied; let us have more men and men." There you run up to the question of appropriations. We do the best that we can with the available, and I hope will be able to meet all reasonable demands.

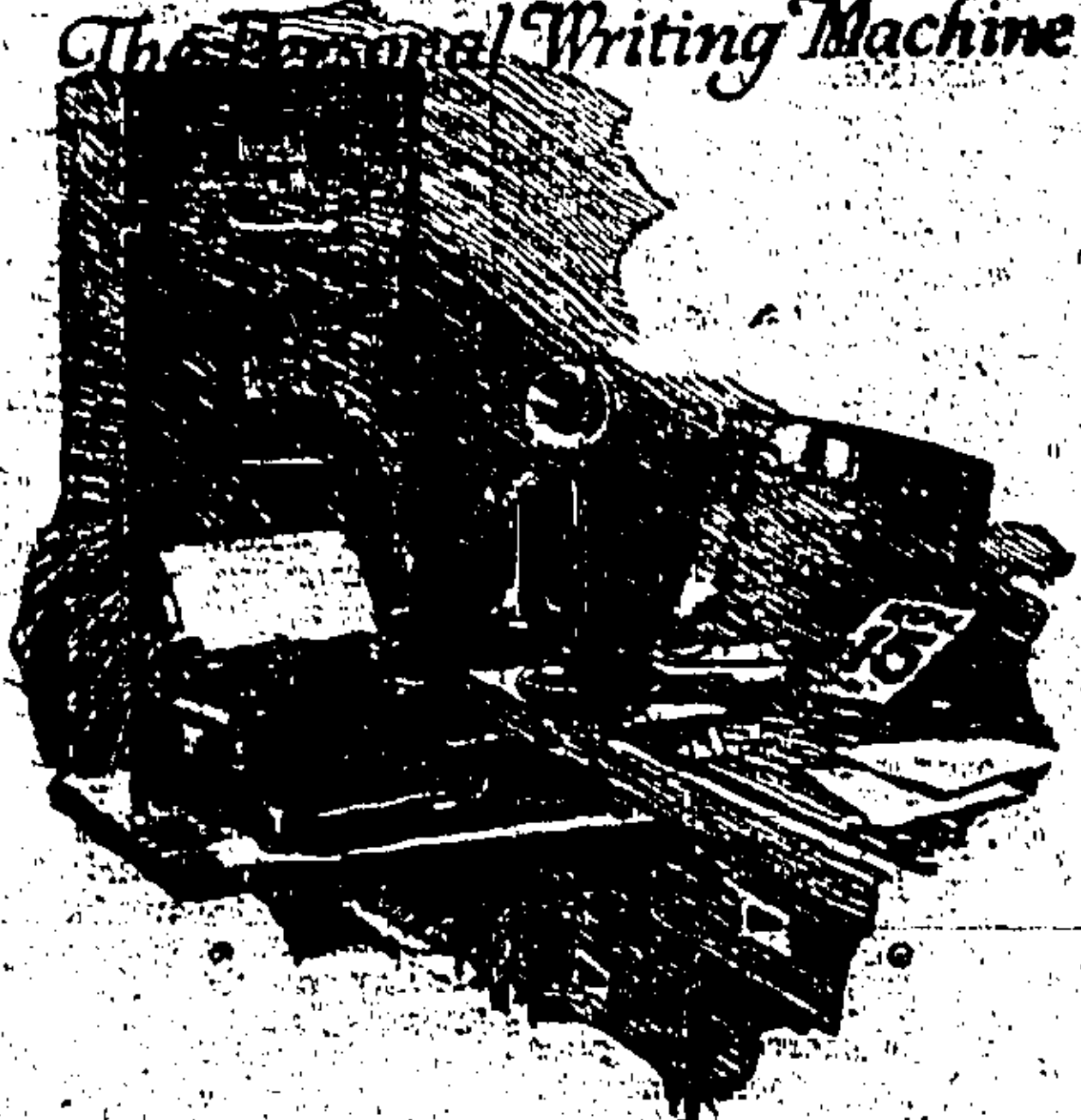
The work of the Yangtze Patrol considered so important that the Department has ordered a Bear to take charge of that portion of duties of the Asiatic Fleet, and to have his experienced assistance a month or two.

I can assure you again, that they will do its part in protecting Far Eastern commerce, without aggression, always considering only our just rights. Gentlemen, I thank you for the pleasure of meeting you all here to-day.



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### CANON BARNES ON THE CREATION.

DENIAL OF FIRST CHAPTER OF  
GENESIS: "A NICE PIECE OF  
SPECUULATION."

Canon Barnes created a great deal of interest at a session of Oxford University Extension meeting by his very Barmesque speech on "Religion and Science."

What he proposed to say, he stated, was largely due to the character of the religious disquietude and doubt determined by the existing situation. There might be some who had been taught to rest their faith on the infallibility of the Bible. He had to admit he could not accept that. The Bible was not one book; it was a collection of books of varying authorship, date and value. It was not until after Christ's death that the question was finally settled as to what books should be included in the Old Testament, and then the decision was made not by Christians but by Jews.

Further, in the Christian books they found views irreconcilable as to the nature of God.

#### BIBLE NOT ACCURATE.

He must say frankly that the Genesis narrative of Creation was not accurate; it could not harmonize with the modern scientific conclusions. Attempts to reconcile geology and Genesis or Genesis and evolution had failed.

They were well meant, often ingenious; but their effect on the Christian faith had been disastrous. They implied that Christianity could not be true unless God made the world in the manner described in the first chapter of Genesis.

When men of science proved this to be erroneous it seemed necessary to choose between Christianity and the most splendid intellectual triumphs of the last century. Naturally men and women abandoned the old for the new.

Happily, to-day the false position was being rapidly abandoned by Christian scholars, and we accepted the view of the origin of the universe and of man which modern science put before us. The first creation story of Genesis was a nice piece of speculation. It was free from the grossness of primitive creation stories.

#### NO APOLOGIES.

We need not be surprised or apologists for the fact that the Christian Church accepted it and held it to tenaciously till the last century.

If he sought to impress his hearers he supposed he would begin with a luminous account of the theories of Einstein. (Laughter.) He would confess his understanding of those theories was defective. However, it was simply inconceivable to him that the blind process of nature had made man, that in the electron or the atom of matter or in the primal living cell there was contained all that went to make a St. Paul, a Shakespeare, or a Newton. This was to him ludicrous.

Materialism, the view that matter was the sole ultimate reality, was singularly unsatisfying.

He concluded that the view of the universe which we derived from modern science did not enable us to do without the postulate of God, the Creator. It made the postulate more than ever necessary.

### NEW BURNS MANUSCRIPTS. DISCOVERED AT DUNFERMLINE.

Three Burns manuscripts, which have all the appearance of being genuine and which are in an excellent state of preservation, have been found at Dunfermline. One is a letter, addressed to Mrs. McLehose, Potterrow, Edinburgh, in the following terms: "St. James's-square, Edinburgh, January 6th, 1788—My dear Madam—Since writing you this morning I have found the lines to which I referred, and had it not been for this wretchedly painful knee of mine I would have posted to you with all speed. I would like to hear your opinion of them and am anxiously awaiting your reply—Robert Burns." Inside is a poem of four stanzas of five lines each, the first line reading, "Full many a tedious hour with care oppressed."

According to Chambers's "Burns," as revised by Wallace, the bard was writing to Mrs. McLehose in the early part of 1788, and these authorities quote a letter which Burns sent to that lady on January 6th, 1788. It is noticeable, however, that while the Burns manuscripts relating to that period indicate a use by the poet of the more familiar term "Och'rinna," a more formal fashion of address is adopted in the Dunfermline manuscript.

The second poem, which is shorter and, like the first, believed to be unpublished, is described in the poet's handwriting as "Song for Mr. James Johnson, Edinburgh," and is headed, "Polwart on the Green." Written underneath the verses are the words, "Sent to Mr. Johnson with the remark that if unsuitable for his purpose to be returned to Mr. Robert Burns."

The third manuscript is set forth as "Sent to Mrs. Dunlop—an elegy." The poem corresponds with verses quoted as "An Elegy on Stella," in Hanley and Henderson's life of the poet, but the verses in the Dunfermline manuscript are fewer in number than the published version. There is another difference in that while the published version purports to be addressed to "Stella," the Dunfermline manuscript refers in at least one of the verses to "My Mary." The three manuscripts were found among the personal belongings of Mr. James Fauds, baker and confectioner, High-street, Dunfermline, whose death occurred about thirty years ago.

In no field of human activity has it been possible to follow truth to a certain spot and there stop.—Dr. Foster Jackson.

There has never been born a criminal lunatic of a magnitude capable of originating our social system.—The Bishop of Manchester.

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**GERMANY'S OLYMPIA.**AMBITION SUBSTITUTE FOR  
ARMY TRAINING.Germany is finding salvation in the  
gospel of work, writes a Berlin corre-  
spondent.Now it is preparing to "play" just  
as hard as it is already working—and how  
hard that deserves admiration and  
emulation. The task is in the hands of a  
Government Department—the "State  
Committee for Physical Culture."As a substitute, perhaps for the mili-  
tary training afforded in the old days of  
conscription, this official organization is  
systematically persuading and encourag-  
ing the youth of Germany to pursue every  
possible form of sport and physical cul-  
ture.It is putting into this enterprise the  
same thoroughness and energy which Ger-  
many's business men are applying in the  
fields of industry and commerce.Just now the principal activity of the  
department is an intensive propaganda  
for what is known as the "German Com-  
bative Games, 1922."**PICKED ATHLETES.**This, in effect, is a German "Olympic,"  
in which athletes and gymnasts, players  
of games and exponents of every form of  
bodily exercise from all parts of the Em-  
pire will compete.Like the classic Greek contests, they  
will take place every four years. The  
introduction is a "winter sports week,"  
fixed for January. Then, following pre-  
liminary inter-town and inter-State com-  
petitions in every variety of sport, there  
will be a whole three weeks' festival at  
the Stadium here in Berlin, where the  
picked athletes of Germany will appear  
in final contests.Like everything else in Germany this  
"kolossal" project is being taken up and  
advocated very seriously, and it has a  
deeply lying motive other than the mere  
sporting one."We want to make this," says Herr  
Carl Diem, General Secretary of the State  
Committee, "something much more than  
an unusually impressive sporting festival.  
It must become a great event in the his-  
tory of German culture. We want to win  
from these games a cultural and national  
strength such as the ancient Greeks main-  
tained for a thousand years."Remember how the Greeks gradually  
made their Olympic Games the kernel not  
merely of their gymnastic, but of their  
political life.**TO UNITE ALL GERMANS.**Just as, at the call of the heralds, the  
elects from all the Greek tribes, even  
those living far from Grecian shores, sped  
to Athens, so we want the German games  
to unite all Germans, also those now out-  
side our frontiers."The games must be developed into an  
elevating expression of German national  
consciousness. They will bring to proof  
the invincible physical and moral strength  
of the community of German tribes."On this gathering in of the scattered  
tribes beyond Germany's now narrower  
frontiers special emphasis is being laid.Says Herr Diem: "This will be a wel-  
come opportunity for the Germans in the  
territories recently torn away, to show  
their allegiance to 'Deutschtum.' In  
this way the games must become the  
festival of all the Germans.""German Olympia" seems ought to be  
narrow a title. It surely ought to be  
"Pan-German Olympia!"**THE FAMINE IN RUSSIA.**

RUSSIAN NEWS AGENCY REPORTS.

Moscow, August 28th.

According to the data collected by the  
All-Russian General Famine Relief Com-  
mittee, the food situation in Russia is  
as follows:—The total crop for the present year is  
estimated at 2 billion poods of grain of  
which 400,000,000 must be reserved for  
the next sowing season. After meeting  
their needs up to the next sowing season,  
Ukraine will have a surplus of230,000,000 poods and Siberia 115,000,000  
poods. The crop in the drought regions  
with a sowing area of 21,000,000 acres  
and a rural population of 30,000,000 is  
estimated at 147,000,000 poods of grain.The shortage in these regions is estimat-  
ed at 43,000,000 poods. For all the  
famine districts it is necessary to import  
50,000,000 poods of seeds. The surplus  
grain in Ukraine and some parts of  
Siberia cannot be transported to the  
famine districts owing to the lack of  
transportation facilities. The Govern-  
ment expects to collect 223,000,000  
poods of grain.

Moscow, August 28th.

The All-Russian Central Famine Relief  
Committee appeals to all European and  
American people and their Governments  
to extend fraternal help to the Russian  
people and also has asked them to create  
a favourable conditions in their respec-  
tive countries for meeting the Russian  
delegation. The delegation is headed by  
Mr. Golovin, formerly President of the  
Second Duma, and includes Mr. Afanasi-  
hoff, Chairman of the Co-operatives' Conference at Moscow; Mr. Proko-  
povich-Kushkovi, Vice-Chairman of the  
Children's Salvation League; Mr. Proko-  
povich, Food Commissar during the war;  
Professor Tarevitch and Miss Alex-  
andra Tolstol, the daughter of Leo  
Tolstol.The Lithuanian Cabinet of Ministers  
has decided to despatch six hundred cars  
of food to Soviet Russia in addition to  
the help rendered by the public organi-  
zations in Lithuania. The Nuremberg  
(Germany) Municipal Council has voted  
50,000 marks for the Russian famine  
relief. The Berlin Trade Unions are  
appealing for help to the famine-stricken  
people. The Second International at  
Amsterdam is calling a conference for  
devising means of relieving the famine  
in Soviet Russia. Mr. Neipart, a mem-  
ber of the Second International, says  
that the Second International must co-  
operate with the Third International in  
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Moscow, August 28th.

**NOTICES TO CONSIGNEES****NIPPON YUSEN KAISHA.**

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"MATSUYE MARU"

having arrived from the above ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark  
and delivery can be obtained as soon as the  
Goods are landed.Optional Goods will be carried on unless in-  
structions are given to the contrary, before  
 Noon, Tuesday.Goods not cleared by 1st Oct., 1921, will  
be subject to rent.Damaged packages must be left in the  
Godowns for examination by the Consignee's  
and the Co.'s representatives at an appointed  
hour on Tuesday and Friday. All claims must  
be presented within ten days of the date of  
arrival here, after which time they cannot be  
recognized. No claims will be admitted after  
the Goods have left the Godown.**NIPPON YUSEN KAISHA,**

Agents.

Hongkong, September 24th, 1921. [1488]

"BEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

The Steamship "BENLEDI"

FROM LEITH, ANTWERP, MIDDLESBRO

LONDON &amp; STRAITS.

CONSIGNEES of Cargo are hereby inform-

ed that all Goods are being landed at  
their risk in the Godowns and/or extra  
basement Godowns of the Hongkong and Kow-  
loon Wharf and Godown Co., Ltd., whence  
and/or from the wharves delivery may be  
obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 29th Sept., will be subject  
to rent.All Claims against the Steamer must be  
presented to the Underwriter on or before the  
8th Oct., or they will not be recognized.All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 29th Sept., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**GIBB, LIVINGSTON & CO., LTD.,**

Agents.

Hongkong, September 22nd, 1921. [1480]

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT

SAID, COLOMBO AND

STRAITS.

THE Steamship

"CARNARVONSHIRE"

having arrived from the above ports, Con-  
signees of Cargo by her are hereby informed  
that all Goods are being landed at their risk  
into the Godowns and/or extra hazardous  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, whence,  
and/or from the wharves, delivery may be  
obtained.Goods not cleared by the 3rd Oct., 1921, at  
5 p.m., will be subject to rent.All broken, chafed and damaged packages  
are to be left in the Godowns where they will  
be examined by Messrs. Goddard & Douglas  
on 3rd Oct., 1921, at 10 a.m. Claims against  
the Steamer including those for cargo short  
delivered must be presented on the special  
form provided and must also be submitted  
within 30 days of arrival, otherwise they will  
not be recognized.No Fire Insurance will be effected by us in  
any case whatever.

Bills of Lading will be countersigned by

**JARDINE, MATHESON & CO., LTD.,**

Agents.

Hongkong, September 22nd, 1921. [1501]

NOTICE TO CONSIGNEES.

**NANTO YUSEN KAISHA, LTD.**

FROM JAPAN.

THE Steamship

"CHERIBON MARU"

having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that all  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Company, Limited, whence, and/or  
from the wharves, delivery may be obtained.Goods not cleared by the 30th Sept., will be  
subject to rent.All broken, chafed and damaged packages are  
to be left in the Godowns where they will be  
examined at 10 a.m. on the 30th Sept. Claims  
against the Steamer must be presented within  
10 days of arrival, otherwise they will not be  
recognized.No Fire Insurance will be effected by us in  
any case whatever.

Bills of Lading will be countersigned by

**NANTO YUSEN KAISHA, LTD.,**

Agents.

Hongkong, September 24th, 1921. [1502]

Recently a joint conference of the

Third and Second Internationals, Red  
trade unions and trade unions belonging  
to the Second International took place  
in London for devising effective means  
of relieving the famine.The Supreme Council—deliberating  
upon the question of assistance to Soviet  
Russia approved the proposal of England  
to organize an international relief com-  
mittee instead of an inter-allied com-  
mittee. The Italian, Japanese and Ame-  
rican delegates declared that Soviet  
Russia would resent an international  
control over the famine relief work. It  
was, therefore, decided to create for the  
time being an unofficial committee in  
which will participate delegates of the  
Red Cross philanthropic organizations  
and delegates of all countries.**INDO-CHINA****STEAM NAVIGATION COMPANY, LIMITED.**

SAILINGS, SUBJECT TO ALTERATION

|                              |                      |            |         |
|------------------------------|----------------------|------------|---------|
| TIENTSIN                     | "CHEONGSHING" Thurs. | 28th Sept. | Noon    |
| STRAITS & CALCUTTA           | "KWAISANG" Thurs.    | 28th Sept. | 3 p.m.  |
| STRAITS & TONGKAT via SWATOW | "TUNGSHING" Fri.     | 30th Sept. | 11 a.m. |
| BANGKOK                      | "FOOSHING" Fri.      | 30th Sept. | Noon    |
| MANILA                       | "LOONGSANG" Fri.     | 30th Sept. | 3 p.m.  |
| SHANGHAI via SWATOW          | "CHOYRANG" Mon.      | 3rd Oct.   | Noon    |
| SAIPHONG via HOIHOW          | "LOESANG" Tues.      | 4th Oct.   | 8 a.m.  |
| SANDAKAN                     | "HINSANG" Tues.      | 4th Oct.   | Noon    |

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and  
Singapore, returning from Calcutta steamers proceed via Straits  
and Hongkong to Japan, occasionally calling at Shanghai.  
All steamers have excellent passenger accommodation, are  
fitted with Electric Light and Fans and carry a fully-qualified  
Surgeon.SHANGHAI LINE:—Sailings approximately every five days between Canton and  
Shanghai, sometimes calling at Swatow. Through tickets can  
be obtained and through Bills of Lading are issued to all  
Northern and Yangtze Ports via Shanghai.MANILA LINE:—A weekly service is maintained with Manila by vessels with good  
passenger accommodation, sailings from both ports every Friday.HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo,  
calling at Hoihow when inducement offers.BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 tons  
steamers, "KINSANG" and "YANNIS" both steamers  
having excellent passenger accommodation. Cargo taken on  
through Bills of Lading for Kudat, Jesselton, Labuan, Tawau  
and Lahad Dats.TIENTSIN LINE:—A regular service is run from March to November between  
Hongkong and Tientsin, calling at Weihaiwei and Chefoo.BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok  
via Swatow, by four steamers fitted with up-to-date passenger  
accommodation.**CALCUTTA LINE.**S.S. "KWAISANG" will be despatched on or about  
Thursday, 29th Sept., at 3 p.m., for SINGAPORE, PENANG  
& CALCUTTAThrough Bills of Lading issued to RANGOON, PORT SWET-  
PENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

**Jardine, Matheson & Co., Ltd.,**

GENERAL MANAGERS

Telephone No. 215.

**GLEN AND SHIRE**

Joint Service of Steamers.

**U.K.—STRAITS, CHINA & JAPAN SERVICE.**

OUTWARDS.

| Vessel               | Leave Hongkong | Discharge |
|----------------------|----------------|-----------|
| S.S. "PEMBROKESHIRE" | ...            | 30th Oct. |
| S.S. "GLENIFFER"     | ...            | 25th Oct. |

HOMEWARDS.

| Vessel                | Leave Hongkong | Discharge                          |
|-----------------------|----------------|------------------------------------|
| M.V. "GLENAPP"        | 19th Oct.      | GENOA, LONDON, ROTTERDAM & HAMBURG |
| S.S. "CARNARVONSHIRE" | 3rd Nov.       | LONDON, ROTTERDAM & HAMBURG        |
| S.S. "PEMBROKESHIRE"  | 27th Nov.      | GENOA, LONDON, ROTTER              |



## SHIPPING NEWS

## ARRIVALS.

September 26th.

Gregory, 1,000 tons, British str., 4,200 tons, Capt. B. N. Williams, from Calcutta via Straits, with a general cargo.—Mackinnon, Mackenzie & Co.

Malaya, Danish m.v., 5,511 tons, Capt. N. P. Kruse, from Copenhagen, with a general cargo.—Manners & Backhouse.

Tai Sze Ma, Chinese str., 402 tons, Capt. Lung Kit Sang, from K. C. Wan, with a general cargo.—Yan Fat.

September 27th.

Arufura, British str., 5,500 tons, Capt. E. T. Pilcher, from Australian Ports and Sydney, with a general cargo.—Order.

Hok Conton, Chinese str., 555 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing.

Saichou, Chinese str., 745 tons, Capt. W. L. Forster, from Pakhoi and Hoikow, with a general cargo.—Kwong Yue Woo.

Tatsumi Maru, Japanese str., 4,275 tons, Capt. M. Furuhushi, from Moji, with a general cargo.—N.Y.K.

Tungshing, British str., 1,173 tons, Capt. R. W. Balemmin, from Shanghai via Swatow, with a general cargo.—J.M. & Co.

West Linnorm, American str., 3,517 tons, Capt. F. Wilhelmsen, from San Francisco and Shanghai, with a general cargo.—Struthers & Dixon.

## CLEARANCES.

September 27th.

Chakung, for Shanghai.

Chengching, for Canton.

Chihun, for Swatow.

Chiribun Maru, for Batavia.

Genzan Maru, for Aurian Island.

Kohyo Maru, for Canton.

Kwongtsh, for Canton.

Malaya, for Shanghai.

Nagano Maru, for Singapore.

Ningchow, for Hoikow.

Tai Sze Ma, for K. C. Wan.

Tibodun, for Batavia.

Tiponun, for Saigon.

Tungshing, for Canton.

Van Cloon, for Singapore.

West Carmona, for Manila.

## PASSENGERS.

## ARRIVALS.

Per s.s. Malaya, on September 28th.—Mrs. A. W. Jappe.

Per s.s. Arufura, on September 27th.—Messrs. Brown, Keyte, Frazer and Judd, Messrs. Brown, Slessor, Croft, Mathew, Don and Velthuyser, Misses Square, Browning and Marshall.

## VESSELS EXPECTED.

Li Maru (N.Y.K.), due October 13th.

Antiochus (Blue Funnel line), due September 29th.

Maia Maru (N.Y.K.), due September 28th.

Dover Castle (Dowdell-Castle line), due end of November.

Unera (P. & O.), due about October 4th.

Empress of Russia, due about October 6th.

Naba Maru (N.Y.K.), due September 28th.

Yaga Maru (N.Y.K.), due October 27th.

Armalta (P. & O.), due October 10th.

Arin Maru (N.Y.K.), due October 11th.

Yanza (P. & O.), due October 26th.

Anaki Maru (N.Y.K.), due September 28th.

Yasaka Maru (N.Y.K.), due October 13th.

Yalla (B.L.), due October 26th.

Yag Castle (Dowdell-Castle line) due second half of October.

## SHIPPING MOVEMENTS.

The P. & O. s.s. Unera is expected to leave Singapore for Hongkong on September 29th.

The s.s. Antiochus (Blue Funnel line) left Singapore on September 26th for Hongkong, and is due here on October 1st.

## A RECORD VOYAGE.

The Pacific Mail Steamship Co.'s s.s. Granite State made a record voyage from Calcutta to Singapore. It made the run from Sandheads (India) to Singapore, in four days, ten hours and 18 minutes, which is actually the fastest time on record for a run. This steamer left Singapore on Sunday, the 11th inst., bound for Manila, Honolulu and San Francisco with full complement of passengers for those ports.

## JAPANESE RELIGIOUS SECT AS STEAMSHIP OWNERS.

The Japan Advertiser says:—Japan's first "religious" is an intensely practical enterprise. No, not Omoto-kyo, that sect has already been supplanted the latest in creeds. Now it is the Chikaku, or "Soul-intellect-knowing" sect, which arose recently in the neighborhood of Yokosuka and now, a month after its foundation, owns and operates a fleet of merchant ships going out of Kobe to China ports. The plying company launched by the new sect is the Tenko Yoko, a few weeks old already said to be a competitor in the China trade that is worrying the Yosen Kaisha.

## JAPANESE SHIPPING COMPETITION ON CALCUTTA RUN.

Competition between the Osaka Shosen Kaisha and the Nippon Yusen Kaisha on the Calcutta run is watched with keen interest by all shipping concerns in Japan says a Tokyo contemporary. The first steamer on the new service sailed at the end of last month and the Osaka Shosen Kaisha is now preparing to sail the Chosen Maru at the second on the new line.

The prospect of the new venture undertaken by the Osaka Shosen Kaisha is regarded as darkened by the feud it had with the Senda Shokai when the shipping company attempted to invade the field of the Bengal Conference some time ago. At that time, the Osaka Shosen Kaisha, in conjunction with the Senda Shokai, in Calcutta made efforts to operate a regular service between Japan and India by joining the Bengal Conference. Assiduous efforts were made by the Senda Shokai at the request of the company to solicit shipments for it, but for all those efforts the Osaka Shosen Kaisha is said to have refused to appreciate the assistance.

In consideration of the assiduous efforts and sacrifices which the Nippon Yusen Kaisha made in attaining its present position as member of the Calcutta Freight Conference, a position which the company won at the outbreak of the World war, the challenge by the Osaka Shosen Kaisha as a rival for the Calcutta service may provoke resistance on the part of the Nippon Yusen Kaisha and consequent counter-measures against the rival company. Although application of the Osaka Shosen Kaisha for membership of the Calcutta Freight Conference is yet unanswered, the attitude of the British India Steamship Company and the Indo-China Steamship Company may be imagined. Among other important shippers in Calcutta, those who are connected with the Nippon Yusen Kaisha are the Mitsui Bussan Kaisha, Suzuki Company, Senda Shokai, Andrew and Batashi. And as the Mitsui Bussan is on more intimate terms with the British India Steamship Company, while the Suzuki Company has facilitated shipments by the Kokusai Kisen Kaisha, the success of the Osaka Shosen Kaisha on the Calcutta line is regarded dependent on the attitude of Senda Shokai and Andrew.

## WEATHER REPORT.

September 27th, at 1207.—Pressure has increased slightly at Weihaiwei and Shanghai, and has decreased slightly over Indo-China and in the Guam-Yap district where a typhoon may be forming. Moderate monsoon may be expected along the S.E. Coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 96.50 inches against an average of 74.77 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong to Gasp Rock (E. winds, moderate; fair.  
Formosa Channel (N.E. winds fresh.  
South coast of China between (The same as Hongkong and Lamook) (No. 1.  
South coast of China between (The same as Hongkong and Hainan) (No. 1.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 27th.

|                | Previous Day at 5 p.m. | On Date at 6 a.m. | On Date at 3 p.m. |
|----------------|------------------------|-------------------|-------------------|
| Barometer      | 29.91                  | 29.93             | 29.93             |
| Temperature    | 80                     | 75                | 79                |
| Humidity       | 53                     | 77                | 70                |
| Wind Direction | ESE                    | ENE               | East              |
| Force          | 3                      | 3                 | 3                 |
| Weather        | c                      | o                 | o                 |
| Rain           | 0.00                   | 0.00              | 0.00              |

Highest open-air Temperature on 26th ... 82

Lowest open-air Temperature on 27th ... 75

## HONGKONG TIDE TABLE.

From 28th Sept. to 4th Oct. 1921.

| HIGH WATER.     |               |                       |    |         | LOW WATER. |                       |    |         |   |
|-----------------|---------------|-----------------------|----|---------|------------|-----------------------|----|---------|---|
| Days of Week or | Days of Month | H'kong Standard Time. |    | Height. |            | H'kong Standard Time. |    | Height. |   |
|                 |               | h.                    | m. |         |            | h.                    | m. |         |   |
| Wed.            | 28            | 6                     | 11 | 7       | 0          | 1                     | 24 | 1       | 9 |
|                 |               | 7                     | 42 | 5       | 6          | 1                     | 4  | 3       | 5 |
| Thur.           | 29            | 7                     | 19 | 7       | 1          | 2                     | 2  | 2       | 1 |
|                 |               | 8                     | 14 | 5       | 9          | 2                     | 2  | 1       | 8 |
| Fri.            | 30            | 8                     | 16 | 7       | 2          | 1                     | 57 | 2       | 9 |
|                 |               | 9                     | 48 | 6       | 2          | 2                     | 43 | 1       | 9 |
| Satur           | 1             | 9                     | 18 | 7       | 1          | 2                     | 28 | 2       | 4 |
|                 |               | 9                     | 8  | 6       | 9          | 3                     | 28 | 2       | 0 |
| Sun.            | 2             | 9                     | 59 | 6       | 9          | 3                     | 48 | 2       | 0 |
|                 |               | 9                     | 48 | 6       | 9          | 3                     | 48 | 2       | 0 |
| Mon.            | 3             | 10                    | 51 | 6       | 5          | 4                     | 12 | 1       | 7 |
|                 |               | 10                    | 21 | 7       | 1          | 4                     | 21 | 2       | 8 |
| Tues            | 4             | 11                    | 44 | 6       | 1          | 4                     | 56 | 1       | 7 |
|                 |               | 10                    | 53 | 7       | 2          | 4                     | 51 | 3       | 2 |

## HONGKONG CHINESE COMMERCIAL NEWS.

Incorporated with the CHUNG NGOI SUN PO.

(Chinese Daily Press)

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE.

Terms for Advertising (Translation fee) Can be obtained at the Office, 10A, Des Voeux Road, Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from Chinese into English.

## CANADIAN PACIFIC STEAMSHIPS LIMITED.

## HOME VIA CANADA

## Hongkong to England

via Shanghai, Nagasaki (Moji), Kobe, Yokohama, Vancouver &amp; Montreal.

| Pacific Steamer   | From Hongkong | Due Vancouver |
|-------------------|---------------|---------------|
| Empress of Russia | Oct. 13       | Oct. 31       |
| Monteagle         | Oct. 26       | Nov. 19       |
| Empress of Asia   | Nov. 10       | Nov. 23       |
| Empress of Japan  | Nov. 23       | Dec. 16       |
| Empress of Russia | Dec. 8        | Dec. 26       |
| Monteagle         | Dec. 31       | Jan. 25       |

Connecting Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre & Naples.

Through reservations made and tickets issued here. Early reservation necessary.

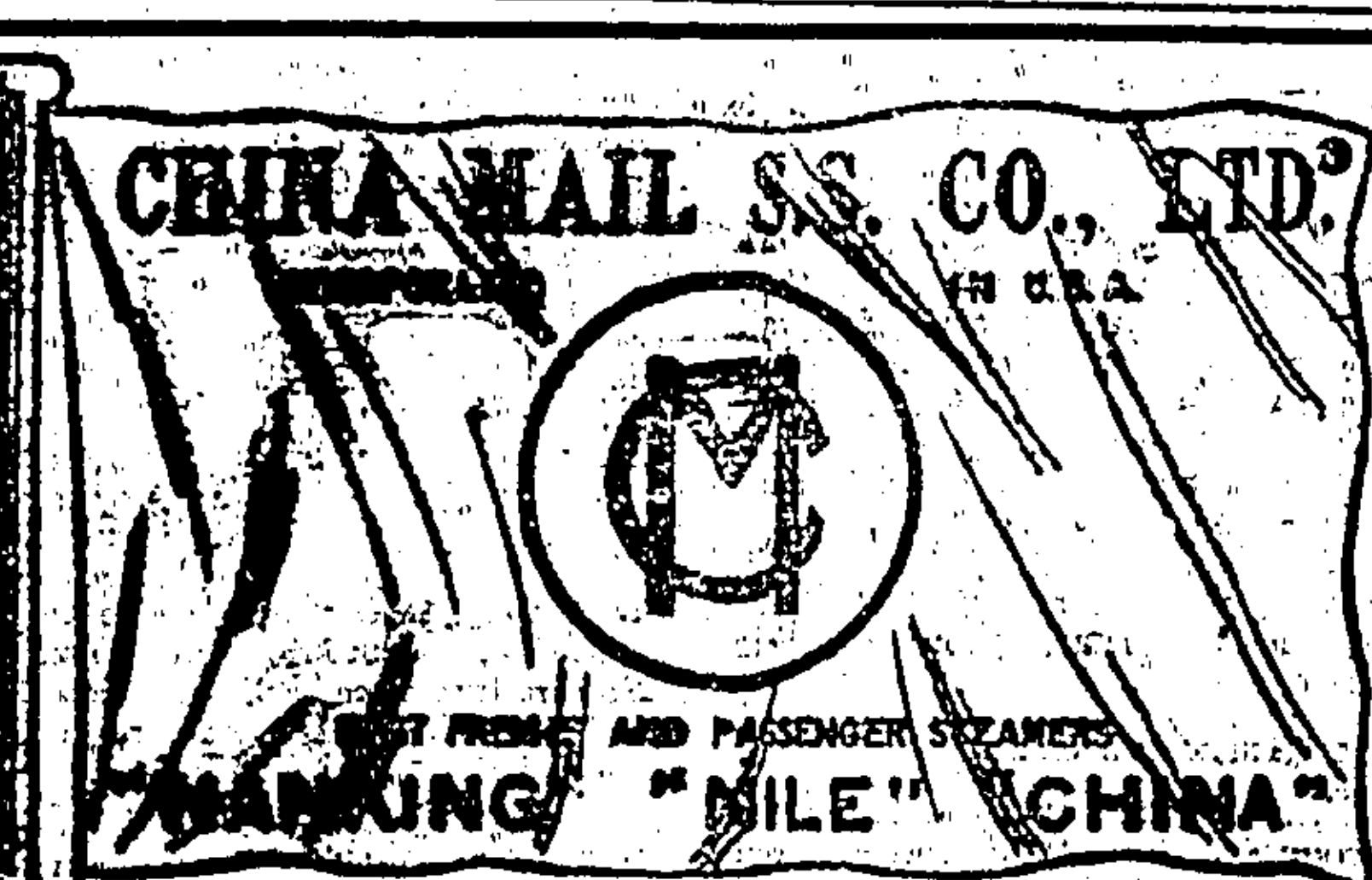
Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office. Telephone 752. Cable Address GACANPAC.



## AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

HONGKONG to SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

s.s. "CHINA" Nov. 3rd

s.s. "NANKING" Dec. 12th

HONGKONG to SINGAPORE

s.s. "NANKING" Nov. 23rd

s.s. "CHINA" Oct. 15th

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE BUILDING, TELERPOKE, PASSENGER DEPT. No. 1934.

ICE HOUSE STREET, T.L. FREIGHT DEPT. & AGENT. No. 2161.

## NEW SERVICE TO JAVA

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

## HONGKONG TO JAVA

Calling at Singapore, Batavia, Samarang and Sourabaya.

s.s. "NILE"

October 4th.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE BUILDING, TELERPOKE, PASSENGER DEPT. No. 1934.

ICE HOUSE STREET, T.L. FREIGHT DEPT. & AGENT. No. 2161.

## NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

## JAPAN, HONGKONG &amp; JAVA.

For BATAVIA, SAMARANG, SOERABAYA MACASSAR and BALIKPAPAN.

s.s. "MACASSAR MARU" sailing on or about 15th Oct.

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# WATER CARRIAGE SYSTEM. DISCUSSED BY SANITARY BOARD. UNIVERSAL OR LOCAL? OPTIONAL OR COMPULSORY?

## THE CHINESE POINT OF VIEW.

The Sanitary Board, yesterday afternoon, discussed the report of the Committee appointed by H.E. the Governor to consider the feasibility of extending the system of water-carriage in the Colony. There were present:—Mr. F. R. Beyer (Chairman), the Director of Public Works (Hon. Mr. T. L. Perkins), Dr. W. V. M. Koch, Dr. F. M. Ozorio, the Medical Officer of Health (Dr. W. Pearce), and the Secretary (Mr. C. M. W. Reynolds).

The Board went into Committee to frame a reply to the Government in response to the invitation to comment on the report. A memorandum had been circulated by the Chairman, to form the basis of discussion.

## INTERESTING ADDRESS BY THE M.O.H.

The Medical Officer of Health, at the invitation of the Chairman, made an interesting general statement on the question. Dr. Pearce said: "I look upon the introduction of the water-carriage system as a measure of protection against typhoid fever and analogous diseases. During the period—nearly 20 years—that I have been here, I have never known an epidemic of typhoid fever, but the disease is endemic—it is always with us—and I have been forced to the conclusion that the disease is mostly spread by the presence amongst us of a number of typhoid carriers (persons who have had typhoid fever and retain the germs; estimated at 25 per cent. of all cases). Last year, in conjunction with the Government Bacteriologist, on whom I may say, the bulk of the work fell—I endeavoured to make an estimate as to the number of typhoid carriers which might be present in the population. But owing to the reluctance of Chinese to submit to the necessary very trifling examination, after a good deal preliminary work had been done, the experiment had to be abandoned. Nevertheless, I cannot help thinking that there are a very large number of typhoid carriers present in the Colony."

The way in which it can be spread by them is two-fold. First, there is the fact that the typhoid carrier may be employed in handling food—as a cook, house-boy, waiter, and so on. Secondly, there is the fact that, though not employed in handling food, he may indirectly spread typhoid fever by means of flies. If any one will go into European houses in this Colony, he will find, provided the water-carriage system is not installed, generally, in each bath-room, an ordinary commode. It is usually well protected against flies by means of two covers. The latrine, or trough, used by the servants is only a few yards away and, although we don't suffer here, from plagues of flies, one fly can do a great deal of damage, by settling on uncovered excreta and then on the sugar basin, or the milk jug. In that way, our so-called sporadic cases of typhoid occur.

## SERVANTS' QUARTERS OVERLOOKED.

The introduction of the water-carriage system could be made a bulwark, to some extent, against the spread of typhoid fever, if it were properly carried out. But, very often, we find that the European owner of a house gets permission to install water closets but is content to put them in his main building, for his own use. He reaps some advantage from an aesthetic point of view, but he does not get any sanitary advantage. Typhoid fever is not spread by bad smells; it is spread by all parasitic diseases are, by the actual parasite gaining entrance to the body, somehow—in this case by the digestive tract. If a man wishes to get greater advantage from installing the water-carriage system he should extend it to his servants' quarters. There will be greater advantage if his neighbours adopt the system. Going further afield, we get still more advantage if the system is installed in whole districts, but we shall never get the full advantage if Europeans are content to install the system in their own bath-rooms and leave the Chinese privies as they are at present, the night soil uncovered. It is impossible to get earth to cover the night soil. If we could select a hill to cut down, we should not get people to use the earth. Dry earth is quite impracticable.

## HISTORICAL ASPECTS.

Further, the water-carriage system can only be a bulwark if we are absolutely certain that there is no contamination of our water supply. This is illustrated by the development of the water-carriage system and the statistics as to the incidence of disease in England. Water closets were introduced in the 17th century but for many generations they were few and far between. When they became general, the discharge was passed, at once, into the old privy middens. These, although to some extent insanitary, were not nearly so much so as commonly supposed. They gave rise to the danger of contamination by flies—but were not dangerous to water supplies, to any extent, until the water closet was introduced. From dry privy middens there was very little leakage, but the moment water was passed into them, they became cesspools; leakage was rapid and considerable, and private and public wells became contaminated. Epidemics of cholera and typhoid have been known to have arisen from leaking cesspools, and it was found necessary to close wells and introduce public water supplies. After that it was found necessary to treat the cesspools and proper drainage was introduced. But, 40 or 50 years ago, drains and sewers were not properly laid; it is only in recent years that the importance has been realised of main sewers having

no possible leakage. Obviously, a leaky sewer is no better than a cesspool and in a sewer made of earthenware pipes, a yard long, there are 1780 possible leaks in every mile. If it should so happen that there is a leak in a water pipe, close to a leak in a sewer, there may be in-suction and an epidemic set up.

## DANGER OF LEAKY SEWERS.

In adopting a water-carriage system, we must be perfectly certain that sewers and water pipes are in perfect order. Unless we do that, we may have constant epidemics of water-borne disease, as have occurred in towns in England. If a man has a foul cesspool, and he allows contamination of a private well, very few people outside his own household are likely to suffer, but, if contamination in distribution, or of a reservoir occurs, many people, quite innocent of causing contamination are likely to suffer. When I came here, a good many years ago, I know there were many sewers in the Colony which were not in good order. Since then, a very great deal of work has been done and I have no doubt, now, that the Director of Public Works would be able to assure us that the sewers are so safe that we can use the water-carriage system. While it may be more feasible, from a financial point of view, to introduce district installations, at the Peak, for example, nevertheless, the danger of the contamination of our water supply is greater at the Peak than at the middle levels. The sanitary advantage from having water closets installed is greater if the district is crowded with houses than if houses are few and far between. Therefore, if feasible to begin with the upper levels and allow water closets in all houses in which people can be trusted not to abuse them, I think that will be the best plan.

## A GENERAL DISCUSSION.

The subject was then discussed at some length. Dr. Ozorio favoured the installation of the water-carriage system in the whole Colony at one time. He did not see why the advantage should be given to one section of the community and not to others. A general scheme would also be cheaper than many partial schemes. Dr. Ozorio also remarked that the revenue from night soil only ran into five figures and would not be a serious loss.

The CHAIRMAN: The point I make in the memo, is that we are actually gaining revenue by the water carriage system, so far as the Peak is concerned. It is a curious thing, but it is a fact. At Kowloon Point, I anticipate no difference either way.

Dr. Ozorio said that, in view of the assurance of the Director of Public Works that the sewers and mains were safe, he thought the danger, in a hilly district like Hongkong, was very small. Stagnation was a cause of danger. He hoped the Board would not unduly stress difficulties.

The CHAIRMAN thought the Board should call special attention to the importance of securing against contamination of the Potomac water catchment area.

The DIRECTOR OF PUBLIC WORKS said the routes selected for sewers would be such as would not be likely to contaminate water supplies. As to Dr. Pearce's remarks about "in-suction," Mr. Perkins laid it down that, if a water-pipe is under pressure it will not absorb anything from without.

## EDUCATION IN SANITATION.

Mr. CHOU SHOU-SAN took exception to a remark in the Chairman's memorandum to the effect that the Chinese would not, in all cases, appreciate the water-carriage system. He said he would prefer a system for the whole Colony, but the Government might not be in a position to provide that. The people at the Peak were educated and knew sanitary laws.

The CHAIRMAN: That is why they are entitled to water closets.

Mr. CHOU: Oh! so, excuse me. The CHAIRMAN: That is my opinion. If people are educated and can understand the water closet they should have one, but if they are unable to understand them they should have, shall we say, a visible example, first.

Mr. CHOU: I say, teach the ignorant people to understand them. The Chinese appreciate everything modern and good; they are learning to appreciate these things more than they did ten years ago, and in another ten years they will be still further advanced. The danger of disease is greater in the lower levels than in the higher levels; in the lower levels they need improved sanitary arrangements more.

The DIRECTOR OF PUBLIC WORKS said Mr. CHOU SHOU-SAN must not think that any aspersion upon the Chinese was intended by the remark in the memorandum. The same comment would apply in the slum districts of the great towns of England, and Europe, generally. The water carriage system was a good thing if used properly, but, if not properly flushed, and made the receptacle of all kinds of filth, nothing could be worse. He had seen conditions in this respect, in the slums of big cities at home that were disgraceful beyond belief. In every country there were people who could not be trusted not to abuse the water-carriage system; no slur was intended to be cast upon the Chinese.

Mr. CHOU: You have it, in London, for everybody, not only for the wealthy and educated! The Chinese have got to learn to use this system. When you have it, there will be, no doubt, proper regulations.

## THE PRESENT SYSTEM FETTERED.

The CHAIRMAN: The only people who have the water-carriage system in Hongkong are the very poorest. Nobody has it on the Peak at present. We started at the very bottom with water-flushed public closets and had dry privies on one Peak. Those are facts. The recommendation merely suggests that the system should be tried in other areas first. Personally, I prefer the bucket system. I shall find it a great expense to have water closets installed in my house. That is merely my personal, private view. (Continued at foot of next column.)

## MOTOR CAR DISPUTE.

### A COMPLICATED TRANSACTION.

A complicated transaction concerning a Maxwell motor-car (No. 309) was ventilated in the Summary Court, yesterday, when A. Santa brought an action against an Indian moneylender named Sapporan Singh.

From the evidence it appeared that the plaintiff and another man purchased a share worth \$400 in the motor-car, and a third individual bought a share worth \$450. Then the plaintiff and his partner sold their \$400 share to the defendant, but afterwards the plaintiff got an interest in the car again by buying \$450 share. The arrangement between the parties was that the plaintiff was to pay the defendant \$20 a month for the use of the car in connection with his school for motor drivers. He charged his pupils \$200 each for passing them for a proficiency certificate. While the plaintiff was away in Canton, the defendant took the car away from the garage where it was stored and the plaintiff had not, it was stated, set eyes on it since. He claimed the return of the car or payment of \$450 and he also sought to recover \$250 damages for wrongful detention.

For the defence it was contended that the plaintiff actually had no share in the car and that the defendant had purchased the entire car—not a share in it.

The Justice Judge (Mr. J. R. Wood) however held that the defendant had only acquired a share in the car and accordingly gave judgment for the plaintiff with costs. The question of damages was deferred.

## DYNAMITING FISH.

### LOUD EXPLOSIONS NEAR SHA CHAU ISLAND.

The master of a fishing junk and his crew of eight men were charged, yesterday, at the Magistrate's court, with dynamite for fishing. A series of loud explosions followed by columns of water shooting as high as twenty feet into the air drew the attention of those aboard a police launch patrolling near Sha Chau Island, which led to the men's arrest.

Lance-Sergeant Hyde said he saw two small boats the crew of which were busy engaged in picking up dead fish that were floating on the surface of the water. The men were taken into custody.

The master of the fishing junk said that the fish mentioned was of a small variety which always died on exposure to the air immediately after being taken from the water. He assumed responsibility for his folk.

The Magistrate fined him \$150, with the option of six weeks. The other defendants were discharged.

Dr. KOON: I think the bucket system is the cleanest. I have had a great deal of experience at the G.C.H. of the difficulty to which Mr. Perkins has referred. The water closets, there, are being continually choked up with all sorts of rubbish.

The CHAIRMAN, also, put it to Mr. CHOU SHOU-SAN that the difficulty of supervising the use of water closets in a Chinese tenement house would be very great. Regulations might be made, but it would be difficult to trace the offender, unless Mr. CHOU suggested a closet in every Chinese cubicle, added the Chairman.

In the course of further discussion, it was indicated that the M.O.H. desired that the Board should have power to require a w.c. for servants in all houses where the water-carriage system was installed. The Board agreed to recommend that extension of the system to neighbours should be encouraged where the system was introduced by an individual; that, in crowded areas, the Board would like a complete system throughout that district; that certain districts could not be considered until the system had been tried elsewhere.

## OPTION OR COMPULSION.

The Chairman suggested adding to this, "but approved houses, irrespective of district, should be considered." The Director of Public Works, however, ruled that such permission could not be granted in general terms. It depended on the supply of water. The Chairman also expressed the view that it would never be possible to make the system compulsory, and Mr. Perkins remarked, on the other hand, that if there was much "contracting-out," schemes would be impracticable. The M.O.H. suggested that compulsion might be exercised after a certain number of years. It was mentioned that the Peak was very expensive to clear under the present system; but the middle levels paid the contractor better because the houses were closer together and the people were not so addicted to liberal use of carbolic.

It was agreed that the water carriage system, as regards the middle levels, should be held in abeyance until adequate extension of system, but that the same facilities should be given there, as at the Peak, as soon as water was available.

Mr. S. W. Tso, who could not be present, sent a memo, suggesting that the system should be installed in all places of entertainment. Mr. CHOU endorsed this, remarking that Chinese theatres were "something awful" in this respect. The M.O.H. mentioned that the difficulty of water supply stood in the way in some cases, but the provision was being pressed for in the case of new buildings.

The CHAIRMAN intimated that a draft reply to the Government, covering the matters agreed upon in the discussion, would be circulated to members.

## KOWLOON CHILDREN'S SHELTER.

### MOTORCYCLISTS WHO WENT TOO FAST.

#### BUT DID NOT KILL ANYBODY.

Before Mr. R. E. Lindsell, at the Magistrate's court, yesterday, H. S. Komor and M. A. Hancock were summoned for driving their motor-cycles in Chatham Road, Kowloon, "recklessly, furiously, and in a manner dangerous to the public," at 3.50 p.m., on September 14th.

The first defendant said he did not understand "recklessly." "I did not endanger the public," he added. "Nobody jumped out of my way; I did not kill anybody."

It was explained that the police alleged that the cyclist was travelling, at 25 m.p.h., and the speed limit in Kowloon is 15 m.p.h.

The Magistrate remarked that, at any rate, the defendant appeared to have been "speeding."

The first defendant: I was, if the Sergeant says so. It was a strange machine and had no speedometer. I could not say exactly what the speed was.

The second defendant, Hancock, said he was right behind his friend and thought the speed between 15 and 20 m.p.h.; he could not say exactly. He pulled up easily, and caused no danger to anyone.

Police-Sgt. Alexander said he was sitting on a cycle, near the children's shelter, when he saw two motor-cycles approaching from the South about 200 yards away. They were side by side; one on the left and one on the right of the road. The defendant, Komor, was on the right. Witness put out his hand to stop the cyclist when they were 40 yards away.

The Magistrate: Did they maintain their position all the time?

Witness: Yes, one on the left and one on the right. He added that he estimated the speed at about 25 miles an hour. The first defendant, when spoken to, admitted going "a little fast." "I told him," added the Sergeant, "that it was a disgrace to go at the rate of speed they were travelling with little children playing about there."

The Magistrate: Were there children in the road?

Witness: There were children on the side of the road.

The road itself was clear—Pretty well clear.

The defendant, Komor, said he had been driving ten or eleven years, here, and had never really endangered anybody and had never had a summons against him. He was riding and driving more than walking, and he thought he knew how to drive a motor-cycle.

The Magistrate: There is nothing against him?

Inspector Garrod: No.

The Magistrate (to defendant): You were, apparently, on the wrong side of the road!

Defendant: I do not remember that, and I was stopped for that. I did not take any note of it; at all.

A fine of \$10 was imposed.

## THREE CONVICTIONS THIS YEAR.

The second defendant, Hancock, reiterated that he had no difficulty in pulling up. He might possibly have been going 20 m.p.h., at one time; it was difficult to estimate speed between 15 and 20 m.p.h.

The Magistrate: You seem to have a bad record as regards speed. You have been fined three times, already, this year.

Defendant: I have been riding five years—four without any complaint.

The Magistrate read the particulars of three previous convictions for driving too fast, in Nathan Road, Garden Road and Bonham Road, and remarked: "It is becoming rather serious, you know."

Defendant: I was not going at a terrific rate.

The Magistrate: If the police had not been there you would have passed through the control (past the Children's Shelter) at the same rate!

The defendant said that, seeing a policeman there, he was careful, and if the policeman had not been there, he would have gone along just the same. He had no desire to appear in Court, again.

The Magistrate: At that time of day, that part of the road is crowded with children. Children must be protected; you will have to pay another \$10. Be more careful in future or I shall recommend the police to cancel your license. If I have you up again, this year, I shall certainly do so.

## CHARGE AGAINST COOLIE.

### DROPS BAG OF RICE ON MOTOR CYCLIST.

A coolie was yesterday charged by Mr. C. A. Grimes, of the P.W.D., before Mr. Lindsell, at the Magistrate's court, with assault and causing damage to the complainant's motor-cycle.

Mr. Grimes said that, yesterday morning, he was passing through Bonham Road on his motor-cycle and, when rounding the bend at the top of High Street, he saw three coolies carrying bags of rice in the way. He sounded his horn, but the defendant, who had a cloth over his head, which he used to cover his eyes, was unable to see the motor-cycle. It was not until the complainant got up to the defendant that the latter saw the machine, became scared and threw down the bag of rice, which was carrying, striking the complainant square on the chest and knocking him off the machine. The footboard and the handle-bar of the motor-cycle were damaged.

The Magistrate said he could not convict the defendant of criminal intent. It was a civil court case. The defendant was discharged.

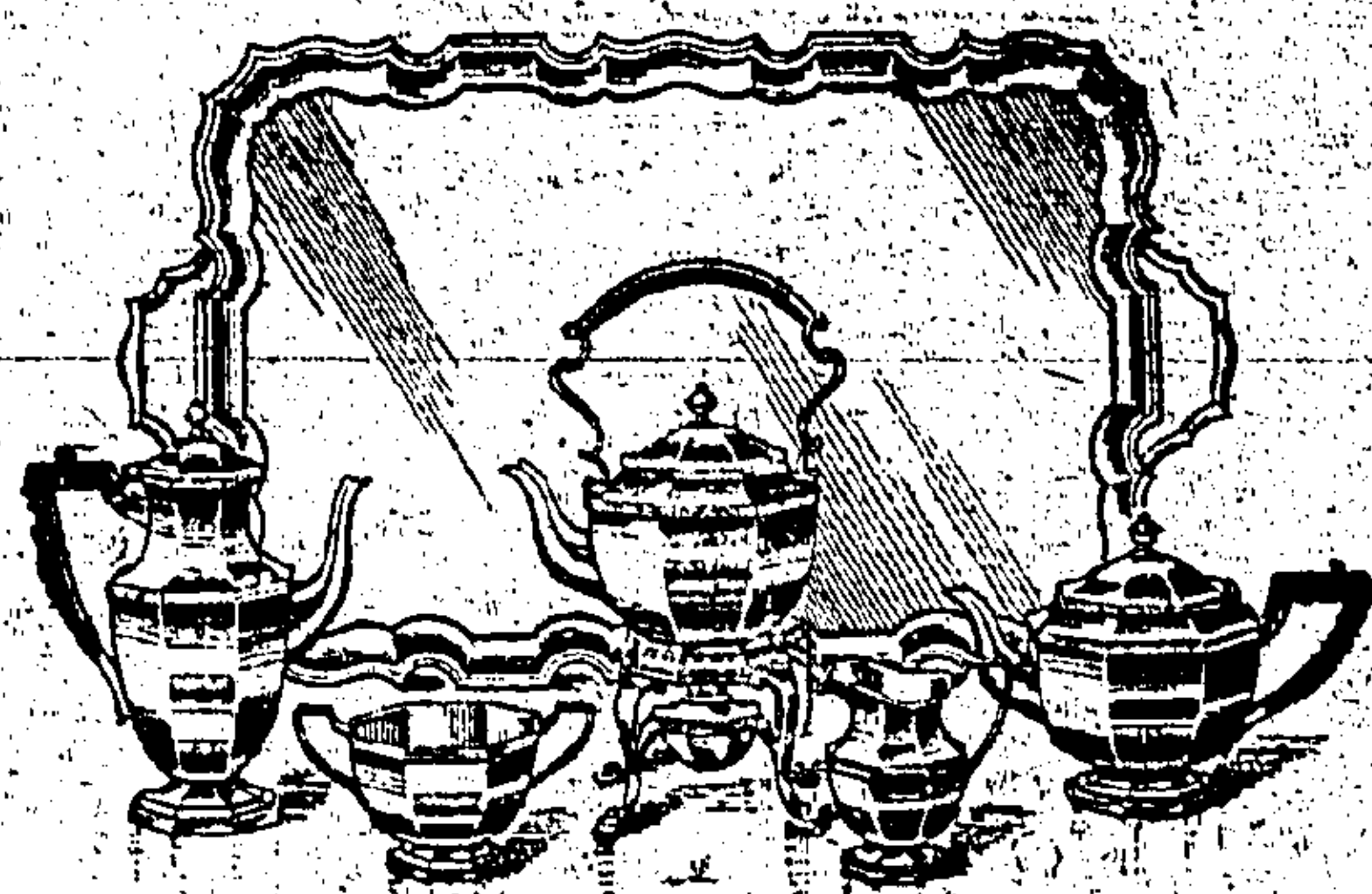
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MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

| S.S.       | Tons  | From Hongkong (about) | Destination                  |
|------------|-------|-----------------------|------------------------------|
| "KHIWA"    | 9,000 | 15th Oct.             | Marseilles, London & Antwerp |
| "DUNERA"   | 5,400 | 18th Oct.             | Singapore, Colombo & Bombay  |
| "SABODINA" | 6,800 | 25th Oct.             | Marseilles, London & Antwerp |
| "KARMALA"  | 9,000 | 11th Nov.             | Marseilles, London & Antwerp |
| "YANZA"    | 7,000 | 25th Nov.             | Marseilles, London & Antwerp |

## BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" 7,000 4th Oct. Calcutta via Straits.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

| S.S.      | Tons  | From Hongkong (about) | Destination                                                        |
|-----------|-------|-----------------------|--------------------------------------------------------------------|
| "ARAFURA" | 5,000 | 17th Oct.             | Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne. |

## SAILINGS TO SHANGHAI &amp; JAPAN

| S.S.            | Tons  | From Hongkong (about) | Destination           |
|-----------------|-------|-----------------------|-----------------------|
| "GREGORY APCAR" | 5,000 | 29th Sept. 10 A.M.    | Amoy, Shanghai & Kobe |
| "SABODINA"      | 6,800 | 29th Sept.            | Japan via Shanghai.   |
| "ARAFURA"       | 5,000 | 29th Sept. 4 P.M.     | Yokohama direct.      |
| "DUNERA"        | 5,400 | 2nd Oct.              | Shanghai only.        |

## SPECIAL STEAMER.

The P. &amp; O. s.s. "EGYPT" is expected to leave Hongkong on or about the 16th January, 1922, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by B.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.  
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—  
MACKINNON, MACKENZIE & CO.,  
23, Des Voeux Road Central, HONGKONG. Agents.O. S. K.  
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

"ALTAI MARU" ... Wednesday, 5th Oct.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN &amp; CAPE TOWN via SINGAPORE. PASSENGER SERVICE

"SEATTLE MARU" ... Tuesday, 11th Oct.

BOMBAY &amp; COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"KASADO MARU" (Passenger Service) ... Wednesday, 5th Oct.

DELI &amp; BANGKOK via SAIGON &amp; SINGAPORE—Regular monthly service

"KISHU MARU" ... Saturday, 1st Oct.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Monday, 3rd Oct.

"ARIZONA MARU" ... Thursday, 20th Oct.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" ... Friday, 14th Oct.

NEW ORLEANS LINE via SUEZ.

"BOHEO MARU" ... Friday, 21st Oct.

JAPAN PORTS—Shanghai, Kobe &amp; Yokohama.

"BURMA MARU" ... Wednesday, 28th Sept.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class cabin passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMARUBA MARU" ... Sunday, 2nd Oct.

TAKAO via SWATOW &amp; AMOY

"BOHEO MARU" ... Sunday, 16th Oct.

For sailing dates and further particulars please apply to—  
Y. YABUDA, Manager,  
No. 1, Queen's Building. Tel. No. 144 & 745.

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

SAILING SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice-Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is on board. Reduced Fares. Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports. For freight and passage apply to— SUTTERFIELD &amp; SWIRE (Agents).

C. N. C.  
CHINA NAVIGATION CO., LTD.

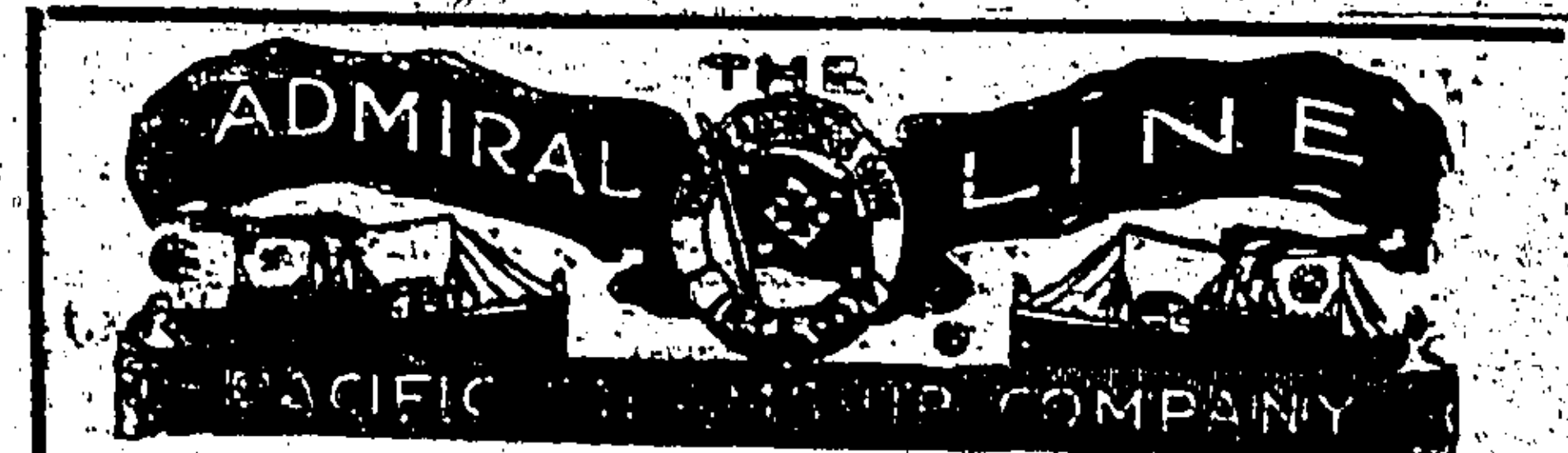
SAILINGS SUBJECT TO ALTERATION

| For                      | Steamer     | To Sail               |
|--------------------------|-------------|-----------------------|
| SWATOW & SINGAPORE       | "CHINHUAI"  | On 28th Sept. 10 A.M. |
| AMOY & SHANGHAI          | "SHOCHOW"   | On 28th Sept. 10 A.M. |
| WUHOW, PAKHOI & HONGKONG | "KAIYONG"   | On 30th Sept. 9 A.M.  |
| SHANGHAI & TSINGTAO      | "YINGCHOW"  | On 1st Oct. 4 P.M.    |
| SHANGHAI                 | "SUIYANG"   | On 1st Oct. 4 P.M.    |
| TIENSIN                  | "HUICHOW"   | On 3rd Oct. 4 P.M.    |
| SWATOW & BANGKOK         | "KWANGCHOW" | On 4th Oct. 10 A.M.   |
| SHANGHAI                 | "SZECHUEN"  | On 4th Oct. Noon.     |
| SHANGHAI                 | "SUNNING"   | On 6th Oct. Noon.     |
| SHANGHAI & TSINGTAO      | "SHANSHI"   | On 8th Oct. 4 P.M.    |
| SEWCHWANG & TIENSIN      | "CHINNIANG" | On 9th Oct. 4 P.M.    |

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation. Antislips. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are advised to book passage through the convenience of transshipment at Woonang.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

SUTTERFIELD & SWIRE,  
Agents.

Operating the following U.S. Shipping Board Steamers:

## PASSENGER AND FREIGHT SERVICE.

For VICTORIA, VANCOUVER, SEATTLE.

S.S. "SILVER STATE" ... (for Manila only) ... Oct. 11th

(Calling Shanghai &amp; Japan Ports) From Hongkong Arrive Seattle.

S.S. "SILVER STATE" ... Oct. 2nd ... Nov. 11th

For HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE" ... Oct. 1st ... Oct. 2nd Arrive San Francisco

For PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe &amp; Yokohama)

S.S. "PAULER" ... (Direct to Portland) ... Sept. 25th

S.S. "OAKLEY" ... Oct. 15th

S.S. "MONTAGUE" ... Nov. 11th

S.S. "ABERCOB" ... Dec. 7th

Through Bills of Lading issued to various common ports. Passenger and Freight Particulars.

## THE ADMIRAL LINE

Telephone 2477 &amp; 2478 5th Floor, Hotel Mansions. [71]

THE ADMIRAL LINE  
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS &amp; FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "CADARETTA" ... Sailing Sept. 29th

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

## OFFICES

5th Floor, HOTEL MANSIONS, Telephone 2477 &amp; 2478. PASSENGERS OFFICE: QUEEN'S BUILDING, 2, ICE HOUSE ST.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "SCHODACK" ... 27th Sept.

S.S. "JADDEN" ... 15th Oct.

For freight space and particulars apply to—

## BARBER STEAMSHIP

LINES. INC.

THE ADMIRAL LINE

TELEPHONE AGENTS. 5th Floor, HOTEL MANSIONS. 2477, 2478.

1270.

## PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON and/or NEW YORK

S.S. "GAELIC PRINCE" ... (via Suez) Nov. 1st

For Freight and full particulars apply to—

## FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain) St. George's Building

Telephone 2165. Telegrams "Furness". [75]



